Inverclyde council

AGENDA ITEM NO. 2(b)

LOCAL REVIEW BODY **7 MAY 2025**

PLANNING APPLICATION FOR REVIEW

RUBBLE SHIFT LANDSCAPING LTD.
ERECTION OF TOOL HIRE UNIT WITH YARD TO REAR; ERECTION OF TWO RETAIL UNITS (CLASS 1A); ERECTION OF A HOT FOOD TAKEAWAY (SUI GENERIS) WITH EXTRACTION SYSTEM; FORMATION OF RELATED ACCESS WITH SERVICING, PARKING AND LANDSCAPING; AND ERECTION OF BOUNDARY FENCE
LAND AT SOUTHFIELD AVENUE, PORT GLASGOW (24/0252/IC)

Contents

Note: Inverclyde Proposed Local Development Plan 2021 has been attached to the rear of the agenda papers as supplementary content.

1. PLANNING APPLICATION DATED 19 NOVEMBER 2024 TOGETHER WITH PLANS, DRAWINGS AND SUPPORTING INFORMATION

Inverclyde council

Municipal Buildings Clyde Square Greenock PA15 1LY Tel: 01475 717171 Fax: 01475 712 468 Email: devcont.planning@inverclyde.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100676577-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Type of Application

What is this application for? Please select one of the following: *

☒ Application for planning permission (including changes of use and surface mineral working).

☐ Application for planning permission in principle.

☐ Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)

☐ Application for Approval of Matters specified in conditions.

Description of Proposal

Please describe the proposal including any change of use: * (Max 500 characters)

Proposed neighbourhood shops with tool hire unit and yard to rear ,one small unit permitted as hot food takeaway (sui generis), with related access, servicing, parking and landscaping

Is this a temporary permission? * ☐ Yes ☒ No

If a change of use is to be included in the proposal has it already taken place? (Answer 'No' if there is no change of use.) * ☐ Yes ☒ No

Has the work already been started and/or completed? *

☒ No ☐ Yes – Started ☐ Yes - Completed

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application) ☐ Applicant ☒ Agent

Agent Details

Please enter Agent details

Company/Organisation:			
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	David	Building Name:	
Last Name: *	Daisley	Building Number:	33
Telephone Number: *	07939649590	Address 1 (Street): *	Eldon Street
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Greenock
Fax Number:		Country: *	United Kingdom
		Postcode: *	PA167RA
Email Address: *	ddaisley@hotmail.com		

Is the applicant an individual or an organisation/corporate entity? *

☐ Individual ☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	Other	You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	
First Name: *		Building Number:	63
Last Name: *		Address 1 (Street): *	Gilmour St
Company/Organisation	Rubble Shift Landscaping ltd	Address 2:	
Telephone Number: *		Town/City: *	Greenock
Extension Number:		Country: *	Scotland
Mobile Number:		Postcode: *	PA15 2HX
Fax Number:			
Email Address: *	DDaisley@Hotmail.com		

Site Address Details

Planning Authority: Inverclyde Council

Full postal address of the site (including postcode where available):

Address 1:

Address 2:

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

Post Code:

Please identify/describe the location of the site or sites

49 Southfield Avenue PA14 6PW

Northing 673485 Easting 233953

Pre-Application Discussion

Have you discussed your proposal with the planning authority? * ☒ Yes ☐ No

Pre-Application Discussion Details Cont.

In what format was the feedback given? *

☐ Meeting ☐ Telephone ☐ Letter ☒ Email

Please provide a description of the feedback you were given and the name of the officer who provided this feedback. If a processing agreement [note 1] is currently in place or if you are currently discussing a processing agreement with the planning authority, please provide details of this. (This will help the authority to deal with this application more efficiently.) * (max 500 characters)

General.

Title: Mrs Other title:

First Name: Maria Last Name: Porch

Correspondence Reference Number: Date (dd/mm/yyyy): 31/07/2024

Note 1. A Processing agreement involves setting out the key stages involved in determining a planning application, identifying what information is required and from whom and setting timescales for the delivery of various stages of the process.

Site Area

Please state the site area: 2400.00

Please state the measurement type used: ☐ Hectares (ha) ☒ Square Metres (sq.m)

Existing Use

Please describe the current or most recent use: * (Max 500 characters)

Social Club with Associated Parking, Demolished 2017.

Access and Parking

Are you proposing a new altered vehicle access to or from a public road? * ☒ Yes ☐ No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? * ☐ Yes ☒ No

If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.

How many vehicle parking spaces (garaging and open parking) currently exist on the application Site? 0

How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? * 20

Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).

Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? * ☒ Yes ☐ No

Are you proposing to connect to the public drainage network (eg. to an existing sewer)? *

☒ Yes – connecting to public drainage network

☐ No – proposing to make private drainage arrangements

☐ Not Applicable – only arrangements for water supply required

Do your proposals make provision for sustainable drainage of surface water?? * (e.g. SUDS arrangements) * ☒ Yes ☐ No

Note:-

Please include details of SUDS arrangements on your plans

Selecting ‘No’ to the above question means that you could be in breach of Environmental legislation.

Are you proposing to connect to the public water supply network? *

☒ Yes

☐ No, using a private water supply

☐ No connection required

If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).

Assessment of Flood Risk

Is the site within an area of known risk of flooding? * ☐ Yes ☒ No ☐ Don't Know

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? * ☐ Yes ☒ No ☐ Don't Know

Trees

Are there any trees on or adjacent to the application site? * ☐ Yes ☒ No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste (including recycling)? * ☒ Yes ☐ No

If Yes or No, please provide further details: * (Max 500 characters)

Bin Collection area to rear and front of buildings

Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats? * ☐ Yes ☒ No

All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? * ☒ Yes ☐ No

All Types of Non Housing Development – Proposed New Floorspace Details

For planning permission in principle applications, if you are unaware of the exact proposed floorspace dimensions please provide an estimate where necessary and provide a fuller explanation in the 'Don't Know' text box below.

Please state the use type and proposed floorspace (or number of rooms if you are proposing a hotel or residential institution): *

Class 1 Retail (non-food)

Gross (proposed) floorspace (In square meters, sq.m) or number of new (additional) Rooms (If class 7, 8 or 8a): * 438

If Class 1, please give details of internal floorspace:

Net trading spaces: 172

Non-trading space: 266

Total:

If Class 'Not in a use class' or 'Don't know' is selected, please give more details: (Max 500 characters)

Tool Hire Storage and Repair Units (Block 2). We expect to deliver all assets to site. 200m2 storage with 40 m2 offices and toilets. Shop units 99m2 per unit x 2, 66m2 Retail 33 m2 Storage office and toilet.

For planning permission in principle applications, if you are unaware of the exact proposed floorspace dimensions please provide an estimate where necessary and provide a fuller explanation in the 'Don't Know' text box below.

Please state the use type and proposed floorspace (or number of rooms if you are proposing a hotel or residential institution): *

Not in a Use Class

Gross (proposed) floorspace (In square meters, sq.m) or number of new (additional) Rooms (If class 7, 8 or 8a): * 51

If Class 1, please give details of internal floorspace:

Net trading spaces: 16

Non-trading space: 35

Total:

If Class 'Not in a use class' or 'Don't know' is selected, please give more details: (Max 500 characters)

Hot Food Take Away Takeaway -

Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013 * ☒ Yes ☐ No ☐ Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? * ☐ Yes ☒ No

Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? * ☒ Yes ☐ No

Is any of the land part of an agricultural holding? * ☐ Yes ☒ No

Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate A

Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: David Daisley

On behalf of: Rubble Shift Landscaping ltd

Date: 19/11/2024

☒ Please tick here to certify this Certificate. *

Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? *

☐ Yes ☐ No ☒ Not applicable to this application

b) If this is an application for planning permission or planning permission in principal where there is a crown interest in the land, have you provided a statement to that effect? *

☐ Yes ☐ No ☒ Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? *

☐ Yes ☐ No ☒ Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? *

☐ Yes ☐ No ☒ Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? *

☐ Yes ☐ No ☒ Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? *

☐ Yes ☐ No ☒ Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

☒ Site Layout Plan or Block plan.
☒ Elevations.
☒ Floor plans.
☒ Cross sections.
☐ Roof plan.
☐ Master Plan/Framework Plan.
☐ Landscape plan.
☐ Photographs and/or photomontages.
☐ Other.

If Other, please specify: * (Max 500 characters)

Provide copies of the following documents if applicable:

A copy of an Environmental Statement. *	☐ Yes ☒ N/A
A Design Statement or Design and Access Statement. *	☐ Yes ☒ N/A
A Flood Risk Assessment. *	☐ Yes ☒ N/A
A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). *	☒ Yes ☐ N/A
Drainage/SUDS layout. *	☒ Yes ☐ N/A
A Transport Assessment or Travel Plan	☐ Yes ☒ N/A
Contaminated Land Assessment. *	☐ Yes ☒ N/A
Habitat Survey. *	☐ Yes ☒ N/A
A Processing Agreement. *	☐ Yes ☒ N/A

Other Statements (please specify). (Max 500 characters)

Declare – For Application to Planning Authority

I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

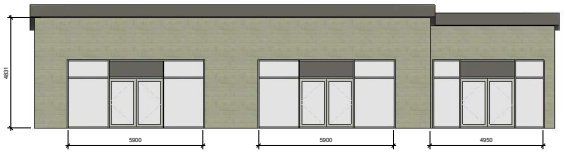
Declaration Name: Mr David Daisley

Declaration Date: 19/11/2024

Payment Details

Telephone Payment Reference: CS92 0000 2733

Created: 20/11/2024 12:09



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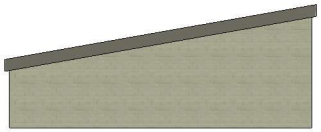

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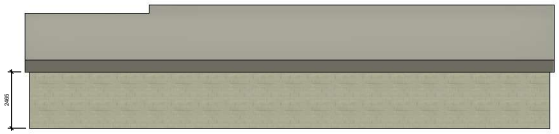

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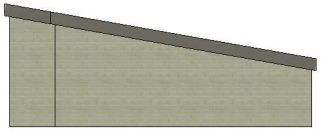

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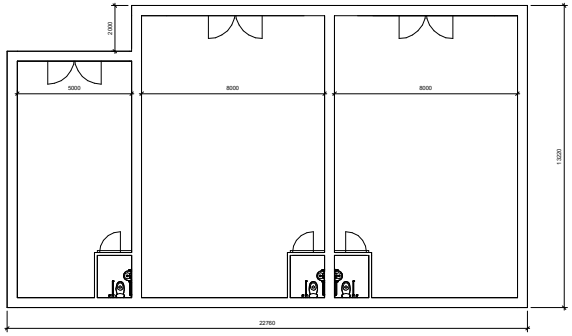

1 **Block 1 Floor Plan**
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Walls- Insulated Metal Cladding White
Windows- Dark Grey Framing
Roof- Insulated Metal sheeting Dark Grey
Fascias and Soffits Dark Grey
Guttering- Black.

Rev	Description	Date

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE

AUTODESK
www.autodesk.com/revit

PROJECT
Southfield

TITLE
Block 1

CLIENT
Owner

DRAWN BY	CHECKED BY	DATE
Author	Checker	28/09/24

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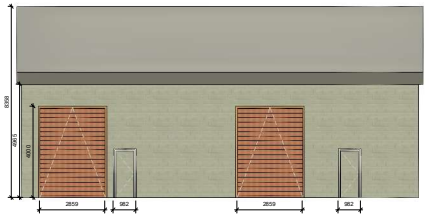

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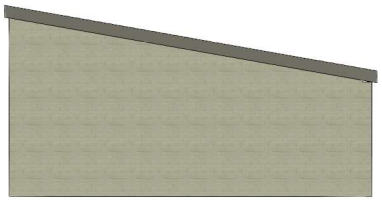

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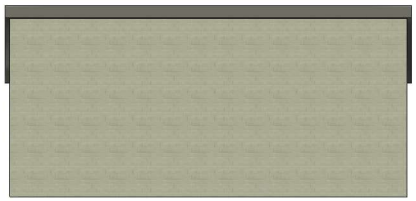

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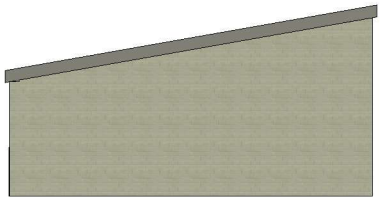

4 Block 2 West
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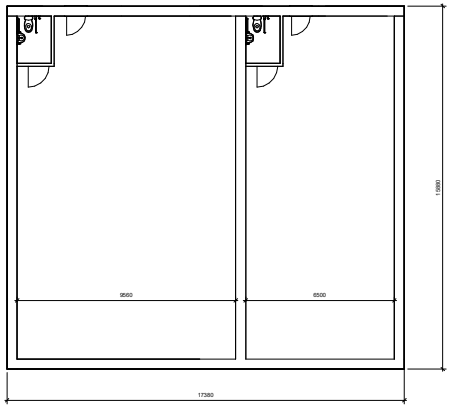

5 Block 2 Floor Plan
1 : 100

1 : 1
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Walls- Insulated Metal Cladding White
Windows- Dark Grey Framing
Roof- Insulated Metal sheeting Dark Grey
Fascias and Soffits Dark Grey
Guttering- Black.

Rev	Description	Date

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE

AUTODESK
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PROJECT
Southfield

TITLE
Block 2

CLIENT
Owner

DRAWN BY	CHECKED BY	DATE
Author	Checker	29/08/24

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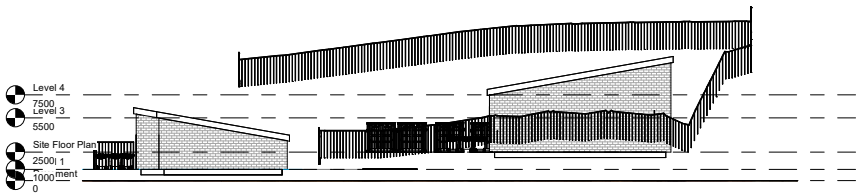

2 Fence West Elevation
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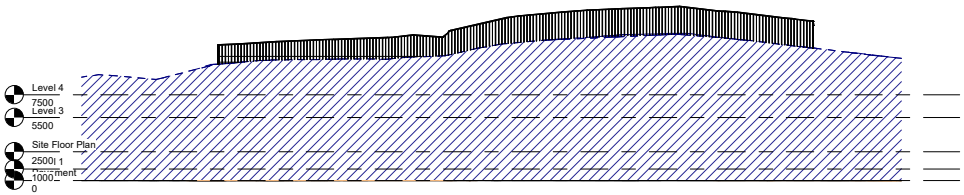

3 Fence South Elevation
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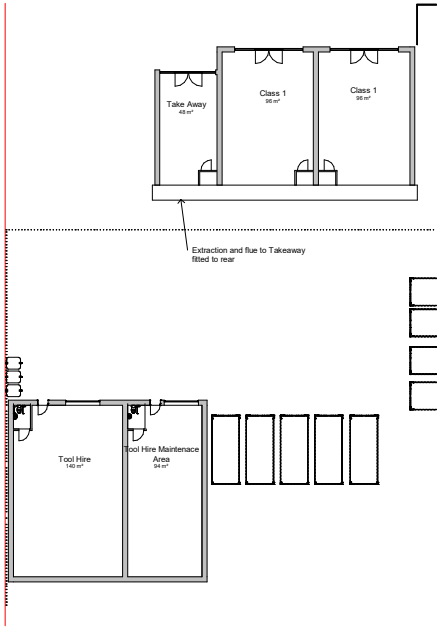
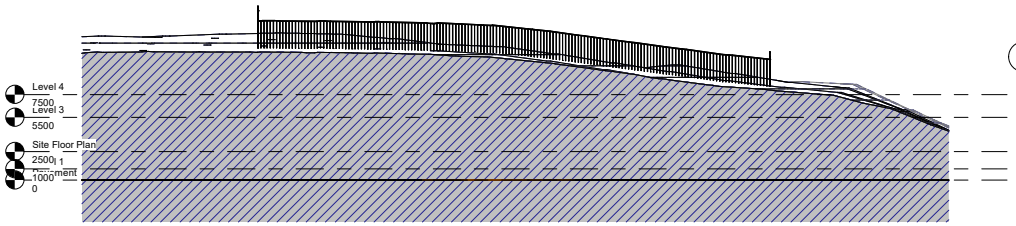


1 Site Floor Plan
1 : 200



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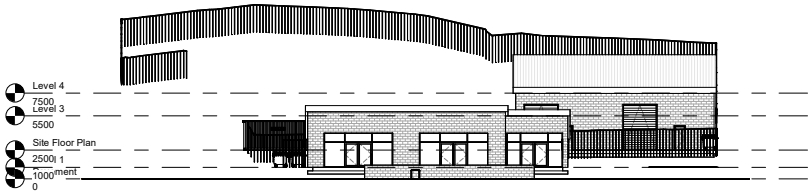

5 Fence North Elevation
1 : 200

Rev	Description	Date
A	Revision 1	7/12/24

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE

AUTODESK
www.autodesk.com/revit

PROJECT
Southfield

TITLE
Site 003

CLIENT
Owner

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/12/24

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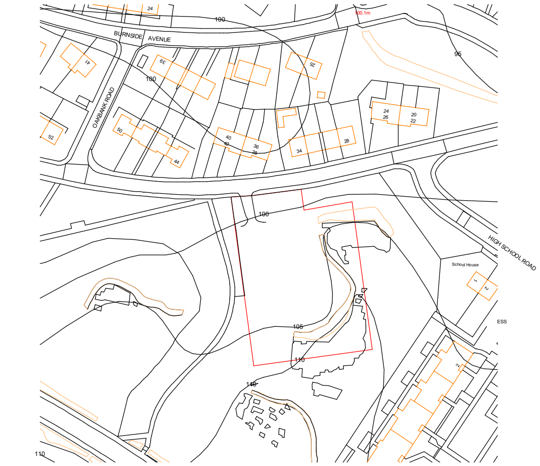

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Crown copyright and database rights 2024 OS 100054135. Supplied by copla ltd trading as UKPlanningMaps.com a licensed Ordnance Survey partner (OS 100054135).
Data licence expires 01 July 2025. Unique plan reference: v4f//1118880/1505490

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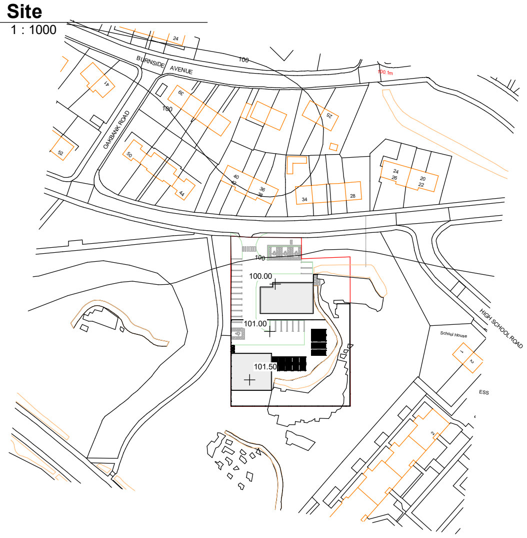

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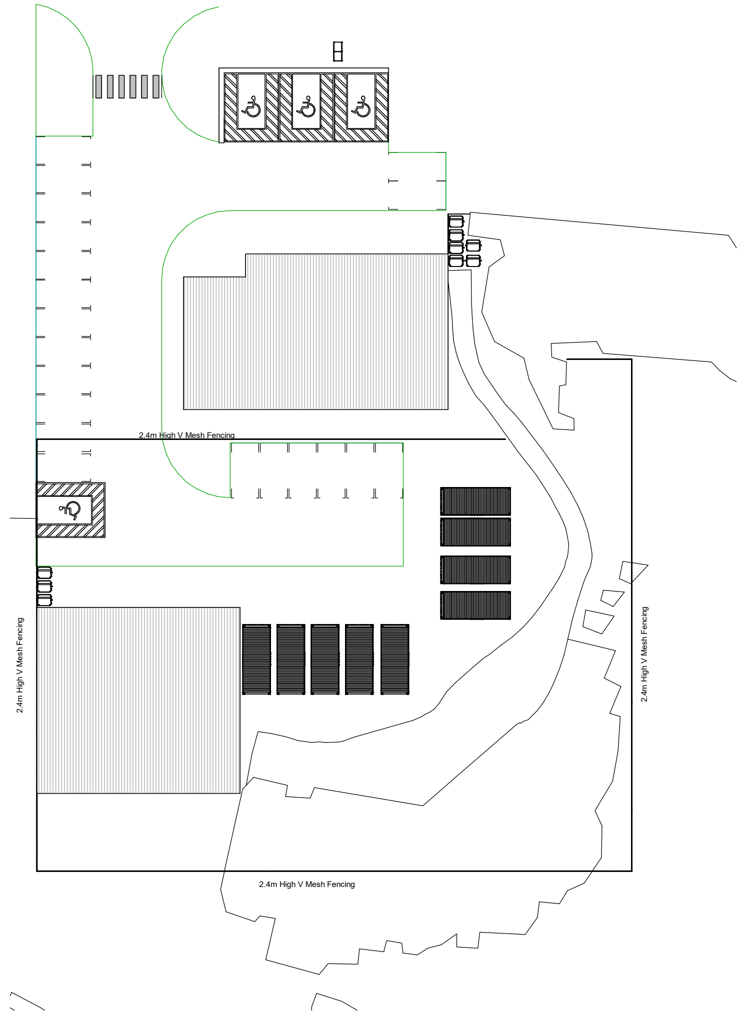

3 **Site Proposed Block**
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Rev	Description	Date

CODE | SUITABILITY DESCRIPTION

STATUS | PURPOSE OF ISSUE

AUTODESK
www.autodesk.com/revit

PROJECT
Southfield

TITLE
Site 001

CLIENT
Owner

DRAWN BY	CHECKED BY	DATE
DD	DD	28/09/24

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As indicated	Project Number

DRAWING NUMBER	REV
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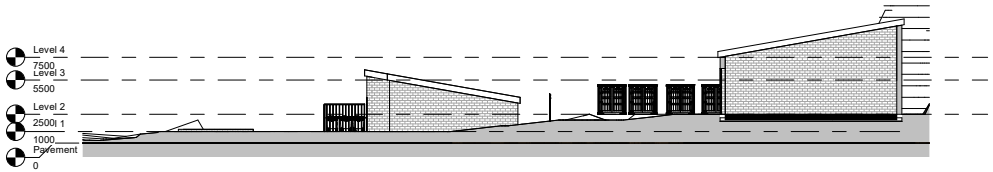

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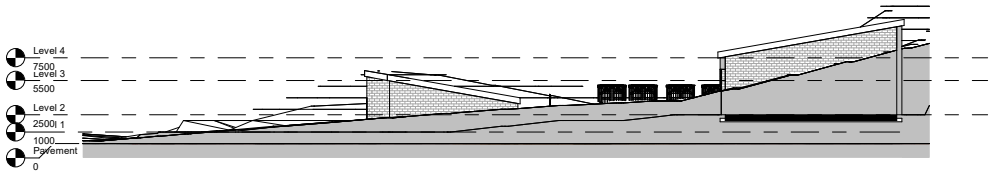

2 **Section 1 Existing Topo**
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Rev	Description	Date

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE

AUTODESK
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PROJECT
Southfield

TITLE
Sections Topo

CLIENT
Owner

DRAWN BY	CHECKED BY	DATE
DD	DD	28/09/24

SCALE (@ A1)	PROJECT NUMBER
1 : 200	Project Number

DRAWING NUMBER	REV
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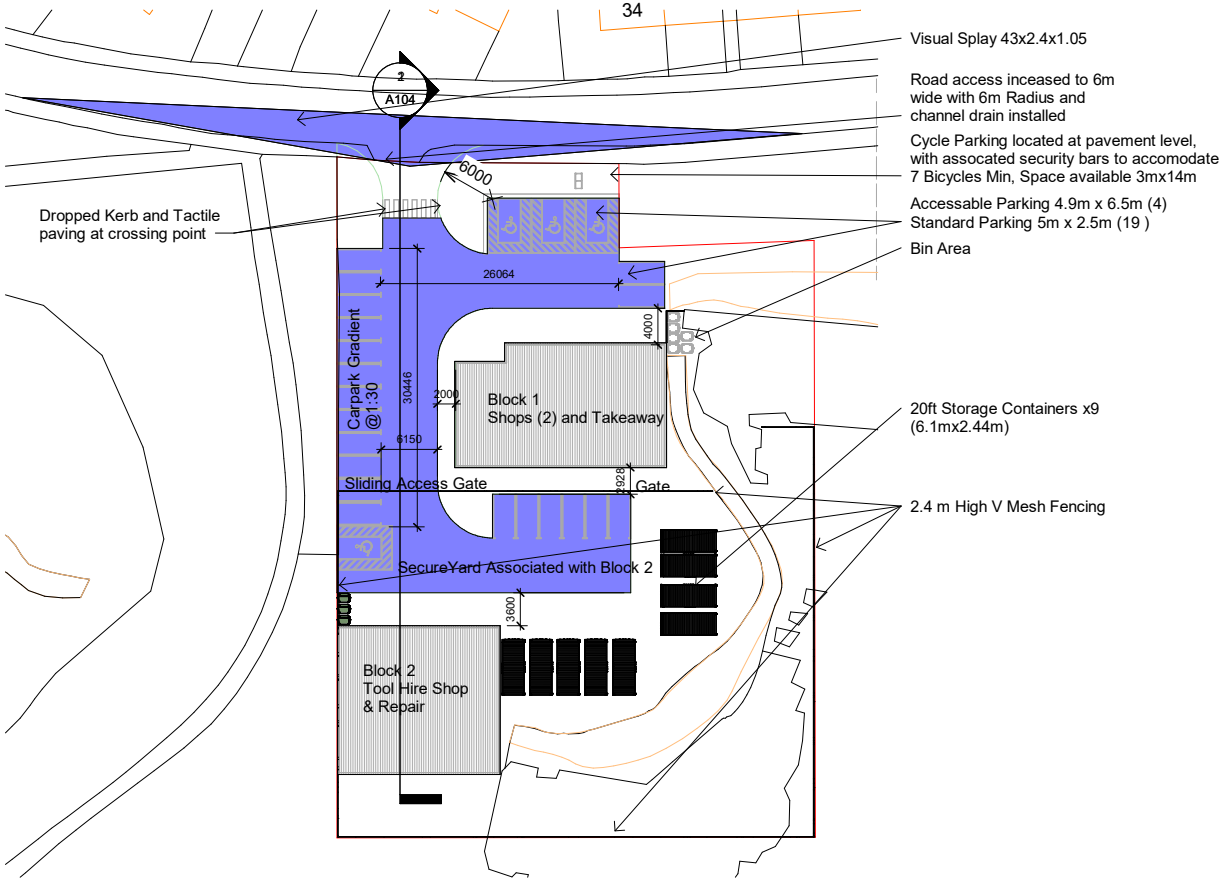

1 Site Roads

1 : 500

1 : 1

0 10 20 50 100mm

No.	Description	Date
A	Revision 2	01/02/25

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CODE	STATUS	SUITABILITY DESCRIPTION	PURPOSE OF ISSUE

PROJECT: Southfield

SHEET: Site 002

CLIENT: Owner

Date	Project number	Scale (@ A3)
01/02/25	Project Number	1 : 500

Drawn by	DRWAING NUMBER	REV
DD	A101	A

Checked by: DD

01/02/2025 14:12:01

Ref: Planning Review
Contact: David Daisley
Telephone: 07939 649 590
E-mail: DDAISLEY@HOTMAIL.COM
Date: 19/11/24

David Daisley
ABCDE

Ref: Southfield

Dear Sir/Madame,

Re: Case Review

Further to Planning application we would refer to

- 21/0027/IC
- 17/0412/IC
- Demolished Site at Burnside Ave which contained shops with flats above within 100m of proposed site, granting permission would be a replace this lost facility.
- The Granting of said application would allow the growth of a small independent tool hire company.
- A similar facility is existing- Dempster St, Greenock, PA15 4EG. (Closer to Residential unit than proposed plan).

Yours Faithfully
David Daisley

2. DRAINAGE IMPACT ASSESSMENT AND SURFACE WATER MANAGEMENT PLAN CHECKLIST

EcoHydrology
ENVIRONMENTAL CONSULTANTS

Southfield Avenue, Port Glasgow

Drainage Assessment

EH00013 | 01

11/11/2024

Rubble Shift Ltd

Project No:	EH00013
Document Title:	Drainage Assessment
Revision:	01
Document Status:	Final
Date:	11/11/2024
Client Name:	Rubble Shift Ltd
Author:	Derwyn Lear MCIWEM C.WEM CEnv

EcoHydrology Limited
2/3 48 West George Street
Glasgow
G2 1BP

+44 (0) 141 2660671
info@ecohydrology.co.uk
www.ecohydrology.co.uk

Contents

1. Introduction

1.1 Remit

EcoHydrology Limited (EcoHydrology) were commissioned by Rubble Shift Ltd (the Client) to produce a Drainage Assessment in support of a planning application for proposed commercial units at Southfield Avenue, Port Glasgow (National Grid Reference (NGR) NS 33970 73475).

This report provides an assessment of potential increased surface water runoff and an estimation of storage requirements in accordance with local and national guidance. The objectives of the report are to ensure there is no deterioration of the water environment as a result of the proposed development.

EcoHydrology undertook a site walkover survey on the 30 October 2024 to inform this report. A photograph log of the site visit is provided within Appendix A. In accordance with Inverclyde Council Planning Guidance, a self-certification and independent check have been performed; signed certificates are provided within Appendix B.

1.2 Proposed Development

The proposed development will entail shops, a takeaway, a tool hire shop, car parking, access roads and yards within a previously developed site in the east of the settlement of Port Glasgow, Inverclyde. A drawing showing the proposed development layout is provided within Appendix C.

2. Policy and Guidance

2.1 Inverclyde Council Planning

The site is located within Inverclyde Council who have published Flood Risk Assessment and Surface Water Management Assessment: Planning Guidance for Developers (Inverclyde Council, 2024) which provides guidance on how to assess flood risk and undertake drainage assessments. Of importance to the proposed development, the Inverclyde Council guidance states the following:

> "IC Roads Dept. requires that a development site is not at risk of flooding from a 1:200-year return period storm event (including an allowance for climate change).
>
> The applicant should provide a drainage layout drawing showing the proposed drainage network and the location of discharge.
>
> The proposed discharge rate from a development site should be no greater than the lesser of: 1:2-year return period greenfield runoff rate or 4.5 l/s/ha of impermeable or positively drained area.
>
> Should the site be small and the application of the 4.5l/s/ha condition leads to a discharge rate of less than 3l/s, then IC would request that a Hydrobrake of minimum 75mm diameter is used which can pass ~3.0l/s at 1.0m head.
>
> The SWMP must confirm the volume of storage provided and confirm that the 1:30-year return period storm event (including an allowance for climate change) remains contained within the SuDS and drainage network. The SWMP must confirm that the 1:200-year return period storm event (including an allowance for climate change) remains on site and does not pose a flood risk to sensitive receptors.
>
> An independent check of the application will be required for all submitted assessments. This involves a separate organisation from the Designer undertaking an independent check of the submission."

2.2 Climate Change

SEPA's guidance on climate change allowances (SEPA, 2023) requires the inclusion of peak rainfall intensity allowances for drainage and flooding from watercourses where the catchment size is <30km2. The proposed development is located within the Clyde River Basin Region, and therefore a 41% allowance has been applied to the site drainage model.

3. Site Location and Description

The proposed development is located off Southfield Avenue, Port Glasgow. The site is brownfield and currently occupied by hardstanding, disturbed ground, rough scrub and grassland. The site is bounded by Southfield Avenue and residential properties to the north, amenity grassland to the west, rough grassland to the south and residential properties to the east. The site is predominantly flat where development is proposed, with steep slopes and a 7m cut face within bedrock to the east and south, indicative of previous quarrying activities on the site.

The site currently drains northwards towards Southfield Avenue. There are no open flowing watercourses or water bodies within or near to the site, with the nearest open watercourse on OS mapping shown to be over 800m to the east. During the site visit, a manhole was observed within the site boundary which is likely indicative of a drainage system associated with the previous uses of the site, otherwise no existing drainage measures were observed. A kerb and gully road drainage system was observed along Southfield Avenue, whilst Scottish Water plans (Appendix D) indicate there to be surface water and combined sewers along Southfield Avenue. There is also a Scottish Water mains indicated to be directly west of the development boundary and along Southfield Avenue.

Historic mapping (National Library of Scotland) indicates that the site was undeveloped during the 1800s, although a road was present directly to the west and a quarry was present directly to the south. A quarry is indicated to be present within the site between 1945 and 1965. On mapping dated between 1944 and 1973, the quarry area within the site boundary is noted as a 'refuse tip', whilst the road to the west is observed to have been removed. This occurs during a period where there is a significant expansion in housing and urban development within the surrounding area. More recently, aerial mapping indicates a building within the footprint of the former quarry since at least 2002, which was a social club. This building was destroyed in 2017 and since then aerials would suggest the site has been used for car parking and as a yard.

British Geological Survey (BGS) mapping indicates the site to be underlain by the igneous Strathgryfe Lava Member bedrock formation with glacial till, however site observations have indicated any glacial till will have been removed as a result of the previous quarrying. The underlying geology will be low permeability with limited infiltration potential. There is also likely to be made ground underlying the site, due to historic development and likely infilling of the former quarry when it was a refuse tip.

4. Drainage Assessment

4.1 Existing Drainage

The site is predominantly impermeable hardstanding with possibly some dilapidated drainage associated with the former social club. Surface water runoff from the site will currently follow existing topography and discharge directly to Southfield Avenue where it would be collected by the existing road drainage network or flow westwards.

Using the Modified Rational Method based upon the 0.262Ha impermeable area, and rainfall intensity for a 6 hour duration event, the existing (brownfield) 1 in 2-year runoff rate is estimated to be 3.2l/s, and the existing 1 in 200-year runoff rate plus climate change runoff rate is estimated to be 27.2l/s.

4.2 Proposed Discharge Rate

The total catchment area has been estimated to be 0.262Ha with the greenfield 1 in 2-year event estimated to be 3.3l/s adopting the ICP SUDS methodology. This is below the 1.2l/s estimated using the 4.5l/s/Ha ratio required under Inverclyde Council guidance, however adoption of such a low discharge rate has been determined to result in an orifice size below 75mm which would be contrary to Inverclyde Council and Scottish Water guidance due to the risk of blockage. Therefore, a restricted discharge rate of 3.3l/s has been adopted as the lowest flow achievable whilst maintaining the minimum orifice size with a vortex flow control. It is highlighted that this will provide significant betterment given the site is currently brownfield and unattenuated.

4.3 Proposed SuDS

The proposed drainage strategy for the development includes permeable block paving of the car parking areas and geo-cellular attenuation crates below the hardstanding areas. The proposed design layout demonstrating the proposed surface water management techniques is included in Appendix F.

The porous block paving will provide treatment of surface water runoff from the trafficked areas of the development via filtration whilst the void ratio within the subbase will provide storage of surface water from areas of new roof runoff. This will treat and attenuate surface water close to source, whilst also reducing the need for gullies and piped drainage improving the maintenance regime. The cellular attenuation crates will provide the required attenuated storage volume, collecting all site runoff prior to discharge.

Adoption of above ground SuDS that provide greater biodiversity and amenity benefits have been discounted due spatial constraints and the brownfield nature of the site. The proposed drainage components have been sized to fully accommodate the 1 in 200-year plus 41% allowance for climate change in accordance with Inverclyde Council guidance, as demonstrated within the drainage model report within Appendix E.

4.4 Outfall Location

It is considered that infiltration is not a feasible option at this stage due to the brownfield nature of the site, existing hardstanding and the likely presence of made ground, noting the previous use of the site as a refuse tip. This should be confirmed at detailed design stage and prior to construction through the undertaking of ground investigations. Discharge to surface water is not an option as the nearest watercourse is over 800m from the site. There is a Scottish Water surface water sewer located approximately 60m from the site boundary on Southfield Avenue and this is considered to be the preferred option as the levels currently permit an outfall to this manhole and this avoids the need to connect with a combined sewer, which would be contrary to Inverclyde Council guidance, Scottish Water policy and NPF4.

A Pre Development Enquiry (PDE) regarding the drainage strategy has been submitted to Scottish Water and a response is pending.

4.5 Water Quality Assessment

The Simple Index Approach (SIA) has been used to determine the suitability of the proposed SuDS in line the SuDS Manual (CIRIA, 2015). The water quality assessment results for the proposed SuDS components in relation to the development land uses are outlined in Table 1 below.

Table 1: Water Quality Assessment

Land Use / SuDS Component	Total Suspended Solids (TSS)	Metals	Hydrocarbons
Land use: Standard commercial yard or delivery area	0.7	0.6	0.7

Land Use / SuDS Component	Total Suspended Solids (TSS)	Metals	Hydrocarbons
SuDS component: Pervious pavement (where the pavement is not designed as an infiltration component)	0.7	0.6	0.7
Sufficiency of Pollution Mitigation Indices	Sufficient	Sufficient	Sufficient

4.6 Overland Flow Routes

Overland flow routes pre-development and post-development will remain unchanged due to position of the proposed drainage components in accordance with the existing site topography, as shown in Appendix F. The full 1 in 200-year event plus climate change event would be contained within the drainage system, therefore there will be no overland flows generated during this event. Cut-off drains or other interception measures are not considered necessary above the site due to slight mounding above the cut rock face which would naturally divert any upslope overland flows away from the development.

4.7 Maintenance and Vesting

The proposed drainage within the site boundary will remain private and therefore the responsibility for these will be with the site owner. A suitably qualified management company should be appointed by the site owner to undertake the required maintenance activities for the drainage system throughout the lifetime of the proposed development.

All drainage systems require regular maintenance in order to ensure they are effective and operational. The maintenance of the drainage systems should be undertaken on a regular basis, alongside other maintenance tasks. Each element of the drainage system will have its own specific maintenance regime and frequency. An Operation and Maintenance Plan should be in place prior to occupation; high-level maintenance guidance for permeable pavements and cellular storage can be found within the SuDS Manual Chapters 20 and 21 (CIRIA, 2015).

Manufacturer specific products, such as flow controls and treatment devices, will be determined at construction stage. The specific products will have their own maintenance guidance which should be included in the Operation and Maintenance Plan.

4.8 Foul Water Requirements

A new foul water connection is assumed to be required for the proposed development. There is an existing Scottish Water combined sewer on Southfield Avenue which runs from east to west (Appendix D). It is proposed that foul water generated will be collected in a piped system and connected to this combined sewer. There may be an existing connection within the site boundary, associated with the former social club, which could be brought back into operation. A summary of the estimated post development foul flows is provided in Table 2 below.

Table 1: Foul Water Flows

Type	Flow Per Persons (l/d)	Persons	Total Flow Per Day (l/d)	Average Flow (l/s)	Peak Flow (l/s) (2.5 Factor)
Industrial - without canteen (shops)	50	8	400	0.005	0.012
Industrial - without canteen (tool hire)	50	4	200	0.002	0.006
Industrial - with canteen (takeaway)	100	4	400	0.005	0.012
		Total	1000	0.012	0.029

5. Summary

The proposed development site is currently brownfield and impermeable, discharging unattenuated runoff onto Southfield Avenue. A drainage strategy (Appendix F) has been developed for the site that will restrict all site runoff up to and including the 1 in 200-year plus 41% allowance for climate change to 3.3l/s, which is the minimum achievable discharge rate whilst ensuring a minimum orifice size above 75mm diameter. This is equivalent to the estimated 1 in 2-year greenfield runoff rate for the equivalent catchment area and will provide an 88% betterment during the 1 in 200-year plus climate change 6 hour event, comparative to the equivalent existing site runoff rates.

The drainage strategy will incorporate permeable paving and cellular storage crates that have been sized to fully accommodate the 1 in 200-year plus climate change event with no flooding. The drainage network will connect with an existing Scottish Water surface water sewer manhole on Southfield Avenue. A new foul water connection to a combined sewer manhole on Southfield Avenue is proposed, though any existing connection associated with a former social club on the site may also be usable subject to appropriate investigations.

The drainage assessment has demonstrated that SuDS are achievable given the development proposals and land available. A detailed drainage design following the principles set out within this drainage assessment will be submitted to Inverclyde Council for approval prior to construction.

References

CIRIA (2015). CIRIA C753 The SuDS Manual. Available at: http://www.scotsnet.org.uk/documents/NRDG/CIRIA-report-C753-the-SuDS-manual-v6.pdf

Inverclyde Council (2024). Flood Risk Assessment and Surface Water Management Assessment: Planning Guidance for Developers. Available online at: https://www.inverclyde.gov.uk/assets/attach/17040/Flood-Risk-Assessment-and-Surface-Water-Management-Assessment-March-2024.pdf

SEPA (2018). Flood Risk and Land Use Vulnerability Guidance. Available online at: https://www.sepa.org.uk/media/143416/land-use-vulnerability-guidance.pdf

SEPA (2022). Technical Flood Risk Guidance for Stakeholders- SEPA requirements for undertaking a Flood Risk Assessment. Available online at: https://www.sepa.org.uk/media/162602/ss-nfr-p-002-technical-flood-risk-guidance-for-stakeholders.pdf

SEPA (2023) Climate change allowances for flood risk assessment in land use planning. Available online at: https://www.sepa.org.uk/media/gq3c2xyb/climate-change-allowances-guidance-v4-final_nov23.pdf

Appendix A: Site Photographs

Photograph 1: Looking east from within the development site.

Photograph 2: Looking south from within the development site.

Photograph 3: Manhole within the development site which may be a sewer connection associated with the former social club on the site.

Photograph 4: Looking north over the development site from above the former quarry cutting.

Photograph 5: Looking west along Southfield Avenue showing the proposed surface water sewer manhole connection.

Photograph 6: Looking towards the site and the proposed site entrance.

Appendix B: Certification

CERTIFICATE A1 – SELF CERTIFICATION (DESIGNER)

1 We certify that reasonable professional skill and care has been used in the preparation and checking of the Surface Water Management Plan / ~~Flood Risk Assessment~~ (*delete as appropriate)* for the development SOUTHFIELD AVENUE With a view to securing that: -

a. It has been designed and checked in accordance with the most recent Inverclyde Council Flood Prevention Requirements

b. It has been checked for compliance with the relevant standards in point a. above

c. Details of the ground investigation and the attached interpretative report demonstrating that any soakaways provided are compliant (delete as appropriate)

d. The required Professional Indemnity Insurance* is maintained per 6.7 of this document

e. It has been accurately translated into drawings and documents submitted alongside the planning application (all of which have been checked). The unique numbers and revisions of these drawings are: -

EH00013 SOUTHFIELD DRAINAGE ASSESSMENT

.....

.....

2

Signed [redacted]

Name Derwyn Lear

Professional Qualifications[1] MCIWEM C.WEM CEnv

Principal of Organisation responsible for the design

Position Held Director

Name of Organisation EcoHydrology Limited

Date 01/11/2024

1 - The senior member of staff must be a Chartered Professional with either the Institution of Civil Engineers (ICE) or the Chartered Institution of Water and Environmental Management (CIWEM).

*Please attach appropriate evidence of Professional Indemnity Insurance

CERTIFICATE B1 – INDEPENDENT CHECK DECLARATION

1 We certify that reasonable professional skill and care has been used in the checking of the Surface Water Management Plan (delete as appropriate) for the development at SOUTHFIELD AVENUE with a view to securing that:-

a. It has been designed and checked in accordance with the most recent Inverclyde Council Flood Prevention Requirements

b. It has been checked for compliance with the relevant standards in a.

c. Details of the ground investigation and the attached interpretative report demonstrating that any soakaways provided are compliant (delete as appropriate)

d. It has been accurately translated into drawings and documents submitted alongside the planning application (all of which have been checked). The unique numbers and revisions of these drawings are: -

EH00013 SOUTHFIELD DRAINAGE ASSESSMENT

.....

.....

.....

2

[redacted]

Signed

Name Daniel Cook

Professional Qualifications[1] BSc MSc C.WEM MCIWEM

Principal of Organisation responsible for the design

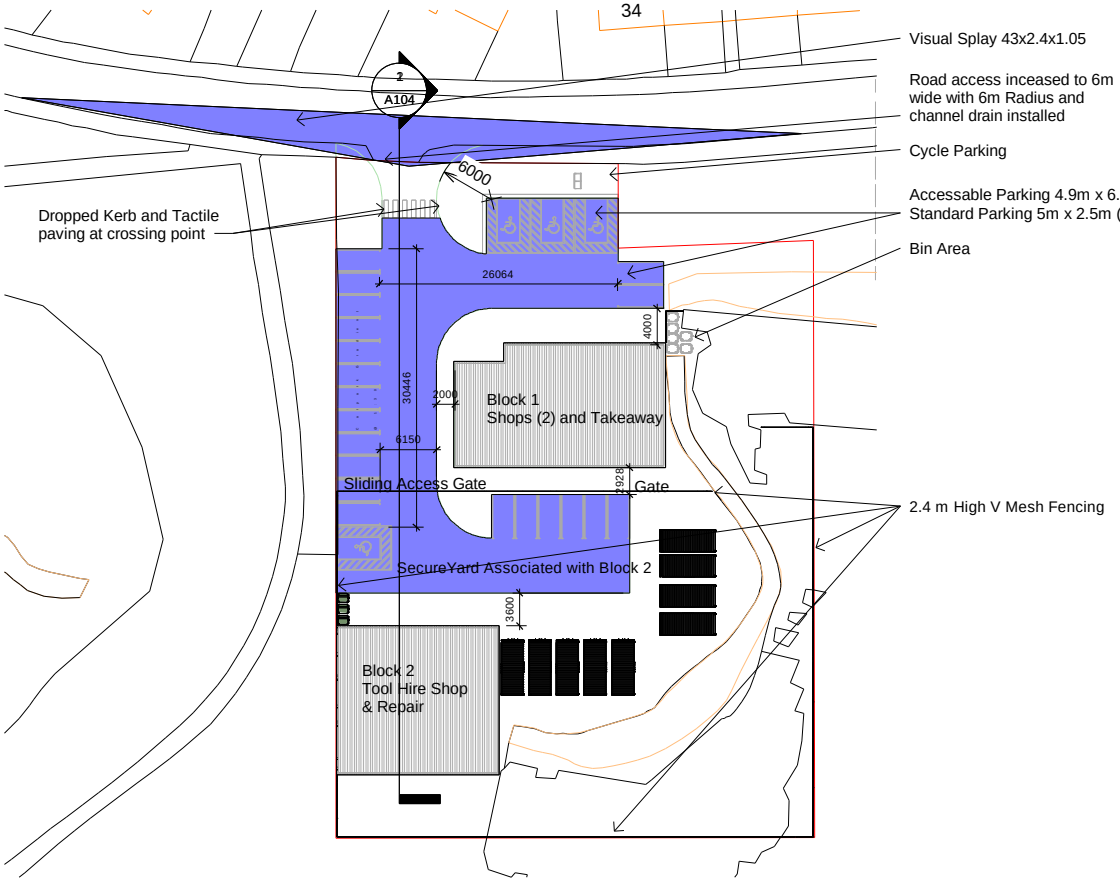
Position Held Principal Flood Risk Consultant

Name of Organisation Aegaea

Date 08/11/2024

1 - The senior member of staff must be a Chartered Professional with either the Institution of Civil Engineers (ICE) or the Chartered Institution of Water and Environmental Management (CIWEM).

Appendix C: Proposed Development



1 Site Roads

1 : 500

1 : 1

0 10 20 50 100mm

No.	Description	Date

www.autodesk.com/revit

CODE	STATUS	SUITABILITY DESCRIPTION	PURPOSE OF ISSUE

PROJECT: Southfield

SHEET: Site 002

CLIENT: Owner

Date	Project number	Scale (@ A3)
28/09/24	Project Number	1 : 500

Drawn by: DD

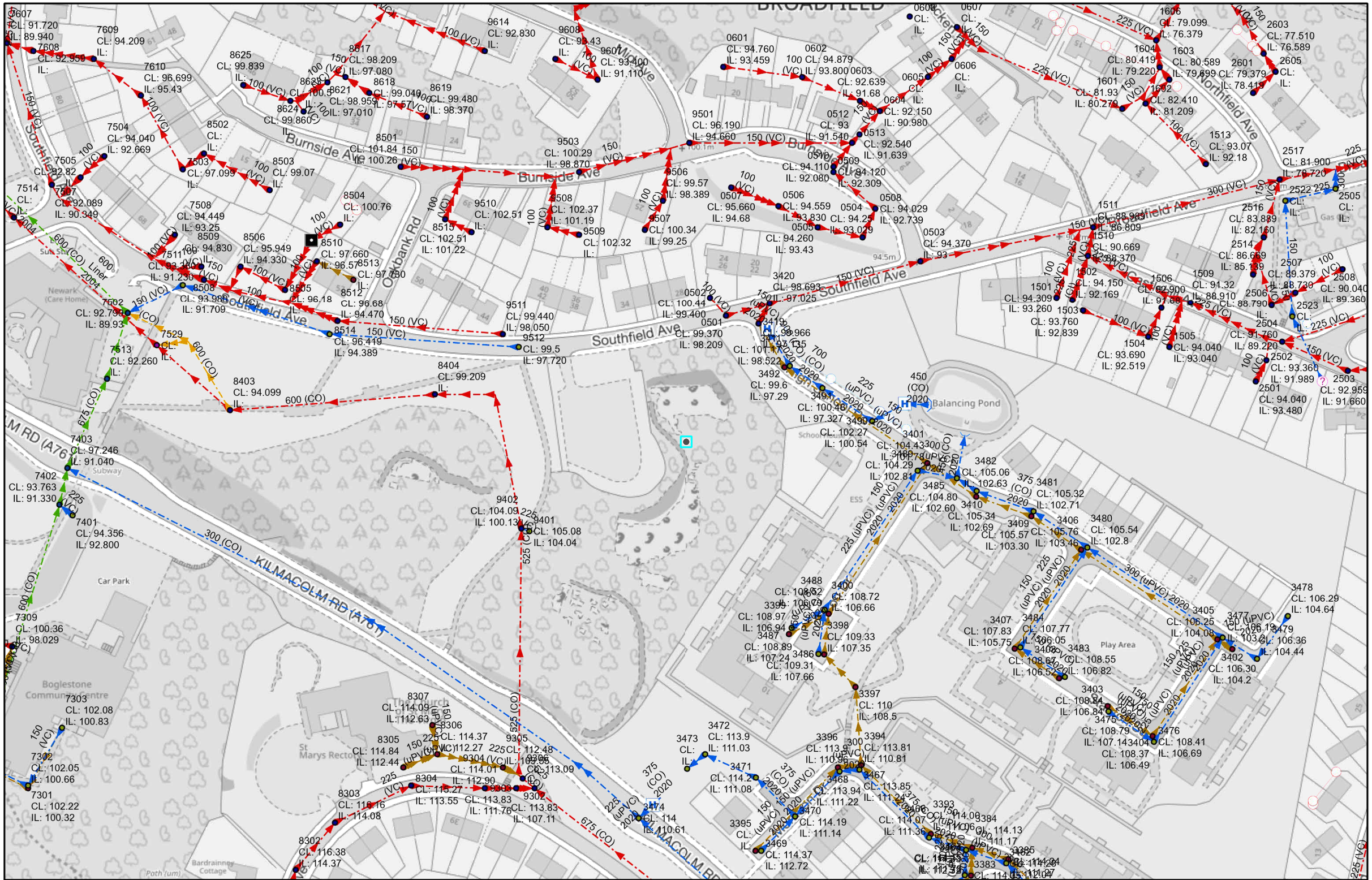
Checked by: DD

DRWAING NUMBER: A101

REV:

28/09/2024 19:58:45

Appendix D: Scottish Water Plans



Warning! Damaging a large diameter trunk main (12"/300mm and above) can result in loss of life and major water supply and water quality problems. If you're planning any extension work in the vicinity of any large diameter mains shown on our maps, you must contact Scottish Water to arrange a site visit 08000 778 778 WELL IN ADVANCE OF THE WORKS.

Plotted By: duncan@cornerstoneprojects.co.uk

The representation of physical assets and the boundaries of areas in which Scottish Water and others have an interest does not necessarily imply their true positions. For further details contact the appropriate District office.

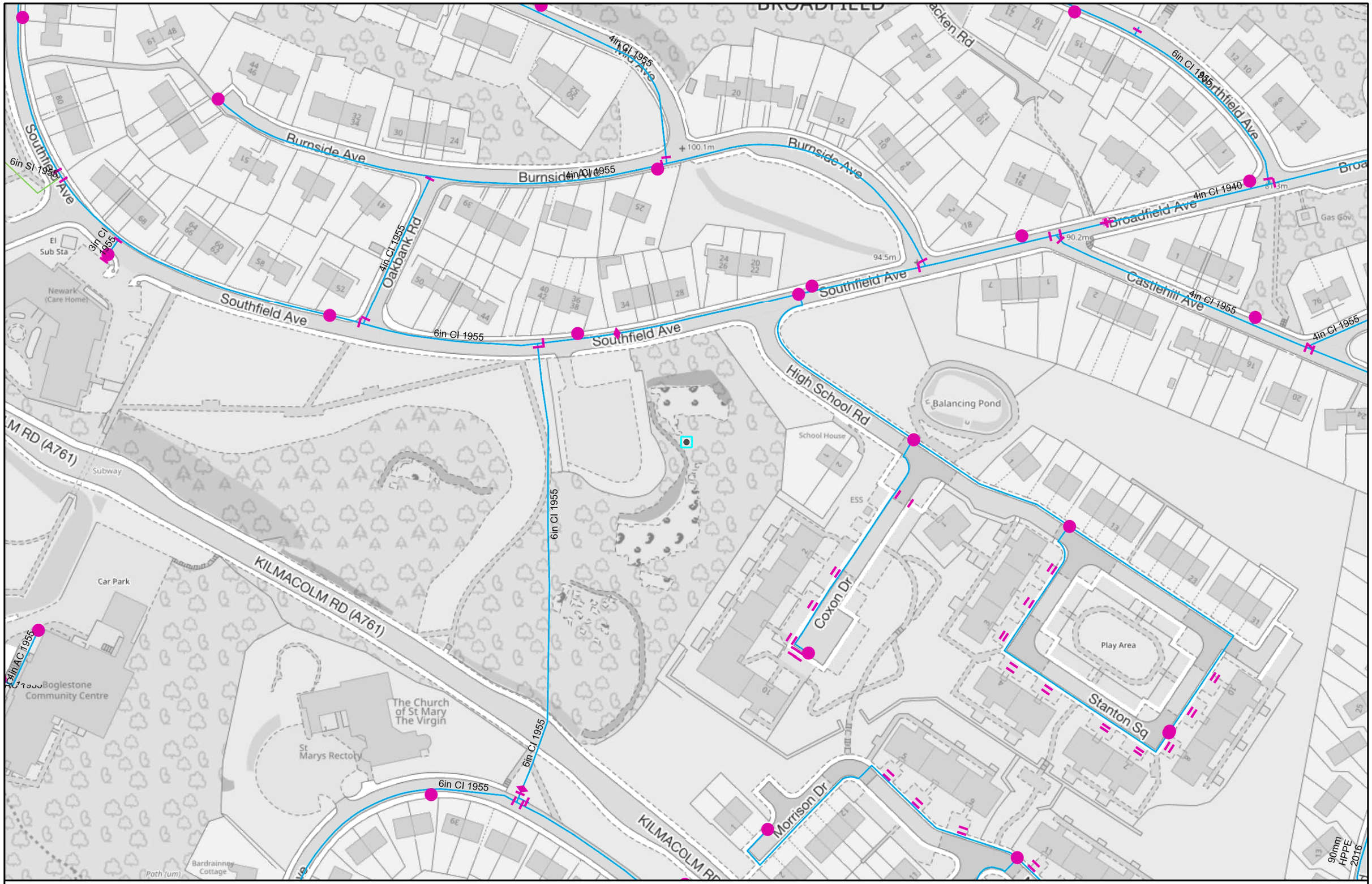
Date: 22/10/2024

EH00013 waste

0 5 10 20 Meters

SCALE: 1:1,323

Scottish Water
Trusted to serve Scotland
The Bridge
6 Buchanan Gate
Steps
Glasgow
G33 6FB
Tel No: 08000 778 778



Warning! Damaging a large diameter trunk main (12"/300mm and above) can result in loss of life and major water supply and water quality problems. If you're planning any extension work in the vicinity of any large diameter mains shown on our maps, you must contact Scottish Water to arrange a site visit 08000 778 778 WELL IN ADVANCE OF THE WORKS.

Plotted By: duncan@cornerstoneprojects.co.uk

The representation of physical assets and the boundaries of areas in which Scottish Water and others have an interest does not necessarily imply their true positions. For further details contact the appropriate District office.

Date: 22/10/2024

EH00013 water

0 5 10 20 Meters

SCALE: 1:1,323

Scottish Water
Trusted to serve Scotland
The Bridge
6 Buchanan Gate
Stepps
Glasgow
G33 6FB
Tel No: 08000 778 778

Scottish Water Asset

Waste Water Network

Fittings

Access (Lateral)
- Abandoned
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)

Chamber
- Abandoned
- CSO
- Combined
- Foul
- Dual Manhole - Foul
- Dual Manhole - Surface
- Isolated
- Natural Water
- Not Applicable
- Other
- Planned
- Proposed
- Surface Water
- Trade Effluent
- Treated Effluent
- Unknown
- Unknown_

Combined Sewer Overflow
- CSO-COMB SEW O/FL

Balancing Pond

Basin

Bifurcation Chamber
- Abandoned
- Combined (C)
- Foul (F)
- Isolated
- Planned
- Proposed
- Surface Water (S)
- Unknown

Sewerage Air Valve
- Combined (C)
- Isolated
- Abandoned
- CSO (O)
- Foul (F)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Buchan Trap
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown(Z)

Capped End
- Abandoned
- Accepted
- Adopted
- In Use
- Isolated
- Not Applicable
- Planned
- Proposed
- Removed
- Unknown

Hatchbox
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Hydraulic Control Chamber
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Planned
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Inlet
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown

Rodding Eye
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown
- Unknown(Z)

Non-return Valve
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown

Lamphole
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown

Outfall
- Planned
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown
- Unknown_

Pond

Trench

Sluice Valve
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)

Unknown End
- Abandoned
- Unknown End

Washout
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Wetland

Vent Column

Pipes

Gravity Pipe
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Gravity Pipe General

Gravity Pipe
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Gravity Pipe General

Connection (Lateral)
- Abandoned
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Connection (Lateral) General

Rising Main
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Rising Main General

Rising Main
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Rising Main General

Syphon
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Surface Water (S)
- Treated Effluent (E)

Scottish Water Asset Data

Water Network

Fittings

Valve

- Valve - Abandoned
- Valve

Pressure Management Valve

- Abandoned
- Adopted
- Isolated
- Pressure Reducing
- Pressure Relief
- Pressure Sustaining
- Proposed
- Removed
- Unknown

Hydrant

- Abandoned
- Adopted
- Ball
- Fire
- Isolated
- Proposed
- Removed
- Shipping
- Unknown
- Washout

Stop Cock

- Abandoned
- Adopted
- In Use
- Isolated
- Proposed
- Removed
- Unknown

Boundary Box

End Cap

- Abandoned
- Adopted
- In Use
- Isolated
- Proposed
- Removed
- Unknown

Air Shaft

- Abandoned
- Adopted
- Isolated
- Pipe
- Proposed
- Removed
- Shaft
- Unknown

Air Valve

- AV
- Abandoned
- Adopted
- Air Cock
- DAV
- HAV
- Isolated
- Proposed
- Removed
- SAV
- TAV
- Unknown

Blank Tee

- Abandoned
- Adopted
- Flanged Plate
- Isolated
- Other
- Other_
- Proposed
- Removed
- Unknown

Chamber Box

- Abandoned
- Access Chamber
- Adopted
- Danelaw Box
- General
- Isolated
- Lucy Box
- Other
- Proposed
- Removed
- Swabbing
- Unknown

Collecting Chamber

Discharge Point

- Buchan Trap
- Isolated
- New Subtype
- Other
- Proposed
- Proudfoot Box
- Removed
- Undefined Scour Point
- Unknown
- Unknown End

Pressure Monitoring Point

Swab Chamber

- Abandoned
- Adopted
- Hatch Box
- Isolated
- Joint
- Proposed
- Removed
- T and Blank Plate
- Unknown

Wet Chamber

Pipes

Main - Water Distribution Public

- Abandoned, Public
- Adopted, Public
- Bypass, Public
- Distribution, Public
- Drain, Public
- Fire, Public
- Isolated, Public
- Overflow, Public
- Proposed, Public
- Removed, Public
- Sludge, Public
- Trunk, Public
- Washout, Public

Main - Water Distribution

Main - Water Distribution Private

- Abandoned, Private
- Abandoned, Private (Operated by Scottish Water)
- Adopted, Private
- Bypass, Private
- Distribution, Private
- Distribution, Private (Operated by Scottish Water)
- Drain, Private
- Fire, Private
- Fire, Private (Operated by Scottish Water)
- Isolated, Private
- Overflow, Private
- Overflow, Private (Operated by Scottish Water)
- Proposed, Private
- Proposed, Private (Operated by Scottish Water)
- Removed, Private
- Sludge, Private
- Sludge, Private (Operated by Scottish Water)
- Trunk, Private
- Washout, Private
- Washout, Private (Operated by Scottish Water)

Service Pipe

- Abandoned
- Communication
- Communication - Fire Connection
- Isolated
- Proposed
- Removed
- Service
- Supply - Common
- Supply - Fire Main
- Supply - Single
- Service Pipe General

Main - Raw Water

- Abandoned
- Isolated
- Overflow
- Proposed
- Raw Supply
- Removed
- Syphon
- Washout
- Main - Raw Water General

Aqueduct

- Abandoned
- Aqueduct
- Tunnel - Aqueduct
- Viaduct
- Aquaduct General

Please note the plans provided by Scottish Water Horizons (SWH) or Scottish Water (SW) are subject to the following conditions:

a) SWH/SW do not warrant the accuracy of the data or its fitness for the Customer or End Users purpose.

b) SWH/SW will not accept any liability due to any loss, damage, injury or any other occurrence arising from the Customer or End User's use of the Utility Search Report.

c) SWH/SW do not guarantee the information contained within the Utility Search Report to be complete or up to date due to the continual development of utility networks and the time taken to update records of the same.

91 Market Street Hoylake Wirral CH47 5AA
Tel. 0151 632 5142
enquiries@cornerstoneprojects.co.uk
www.cornerstoneprojects.co.uk
VAT Reg. No. 851 4941 19
Company No. 5132353

Appendix E: Drainage Model Report

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Inflows Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

C1

Type : Catchment Area

Area (ha)	0.104

Dynamic Sizing

Runoff Method	Time of Concentration
Summer Volumetric Runoff	0.750
Winter Volumetric Runoff	0.840
Time of Concentration (mins)	5
Percentage Impervious (%)	100

C2

Type : Catchment Area

Area (ha)	0.124

Dynamic Sizing

Runoff Method	Time of Concentration
Summer Volumetric Runoff	0.750
Winter Volumetric Runoff	0.840
Time of Concentration (mins)	5
Percentage Impervious (%)	100

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Junctions Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Name	Junction Type	Easting (m)	Northing (m)	Cover Level (m)	Depth (m)	Invert Level (m)	Chamber Shape	Diameter (m)
MH3	Manhole	233949.680	673509.559	100.449	1.049	99.400	Circular	1.200
MH1	Manhole	233951.198	673476.011	102.342	1.200	101.142	Circular	1.200
MH2	Manhole	233949.635	673491.380	101.675	1.200	100.475	Circular	1.200

Name	Lock
MH3	None
MH1	None
MH2	None

Inlets

Junction	Inlet Name	Incoming Item(s)	Bypass Destination	Capacity Type
MH3	Inlet	P7	(None)	No Restriction
MH1	Inlet	P1	(None)	No Restriction
MH2	Inlet	P2	(None)	No Restriction
	Inlet (1)	P3	(None)	No Restriction

Outlets

Junction	Outlet Name	Outgoing Connection	Outlet Type
MH1	Outlet	P2	Free Discharge
MH2	Outlet	P4	Free Discharge

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Stormwater Controls Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

PP2

Type : Porous Paving

Dimensions

Exceedance Level (m)	101.500
Depth (m)	0.650
Base Level (m)	100.850
Paving Layer Depth (mm)	130
Membrane Percolation (m/hr)	3.0
Porosity (%)	30
Length (m)	35.106
Long. Slope (1:X)	500.00
Width (m)	5.116
Total Volume (m³)	29.319

Under Drain

Height Above Base (m)	0.000
Diameter (mm)	150
No. of Barrels	3
Release Height (m)	0.000
Friction Scheme	Manning's n
n	0.015

Inlets

Inlet

Inlet Type	Lateral Inflow
Incoming Item(s)	C2
Bypass Destination	(None)
Capacity Type	No Restriction

Outlets

Outlet (1)

Outgoing Connection	P3
Outlet Type	Free Discharge

Advanced

Conductivity (m/hr)	200.0

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Stormwater Controls Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

PP1

Type : Porous Paving

Dimensions

Exceedance Level (m)	102.499
Depth (m)	0.750
Base Level (m)	101.749
Paving Layer Depth (mm)	130
Membrane Percolation (m/hr)	3.0
Porosity (%)	30
Length (m)	15.098
Long. Slope (1:X)	500.00
Width (m)	4.768
Total Volume (m³)	13.762

Under Drain

Height Above Base (m)	0.000
Diameter (mm)	150
No. of Barrels	2
Release Height (m)	0.000
Friction Scheme	Manning's n
n	0.015

Inlets

Inlet

Inlet Type	Lateral Inflow
Incoming Item(s)	C1
Bypass Destination	(None)
Capacity Type	No Restriction

Outlets

Outlet

Outgoing Connection	P1
Outlet Type	Free Discharge

Advanced

Conductivity (m/hr)	200.0

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Stormwater Controls Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

CS1

Type : Cellular Storage

Dimensions

Exceedance Level (m)	101.500
Depth (m)	1.200
Base Level (m)	99.900
Number of Crates Long	15
Number of Crates Wide	24
Number of Crates High	3
Porosity (%)	95
Crate Length (m)	0.8
Crate Width (m)	0.4
Crate Height (m)	0.4
Total Volume (m³)	131.728

Inlets

Inlet (2)

Inlet Type	Point Inflow
Incoming Item(s)	P4
Bypass Destination	(None)
Capacity Type	No Restriction

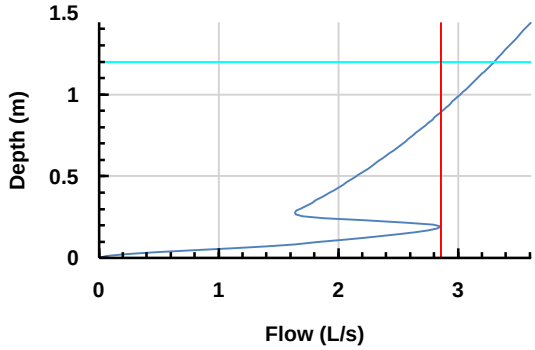
Outlets

Outlet

Outgoing Connection	P7
Outlet Type	Hydro-Brake®

Invert Level (m)	99.900
Design Depth (m)	1.200
Design Flow (L/s)	3.3
Objective	Minimise Upstream Storage Requirements
Application	Surface Water Only
Sump Available	☐

Unit Reference	CHE-0079-3300-1200-3300



Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Connections Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Name	Length (m)	Connection Type	Slope (1:X)	Manning's n	Colebrook-White Roughness (mm)	Diameter / Base Width (mm)	Upstream Cover Level (m)	Upstream Invert Level (m)
P7	8.447	Pipe	16.894		0.6	300	101.290	99.900
P1	9.243	Pipe	61.913		0.6	150	102.643	101.749
P2	15.448	Pipe	45.230		0.6	150	102.342	101.142
P3	5.097	Pipe	25.485		0.6	150	101.660	100.850
P4	9.691	Pipe	55.373		0.6	225	101.675	100.475

Name	Downstream Cover Level (m)	Downstream Invert Level (m)	Part Family	Lock	Flow Restriction (L/s)
P7	100.449	99.400		Levels	0.0
P1	102.342	101.600		Levels	
P2	101.675	100.800		Levels	
P3	101.675	100.650		Levels	
P4	101.548	100.300		Levels	

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Manhole Schedule Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Name	Cover Level (m) Invert Level (m)	Manhole Size (m)	Connection Details				Type
Coordinates (m)	Depth (m)		Incoming Connections	Connection Type	Connection Invert (m)	Connection Size (mm)	Junction Type
			Outgoing Connections				Cover
MH3	100.449 99.400	Diameter / Length: 1.200	{1} P7	Pipe	99.400	Diam/Width:300	Manhole
E:233949.680 N:673509.559	1.049						
							Not Applicable
MH1	102.342 101.142	Diameter / Length: 1.200	{1} P1	Pipe	101.600	Diam/Width:150	Manhole
E:233951.198 N:673476.011	1.200						
			{a} P2	Pipe	101.142	Diam/Width:150	Not Applicable
MH2	101.675 100.475	Diameter / Length: 1.200	{1} P2	Pipe	100.800	Diam/Width:150	Manhole
E:233949.635 N:673491.380	1.200		{2} P3	Pipe	100.650	Diam/Width:150	
			{a} P4	Pipe	100.475	Diam/Width:225	Not Applicable

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Inflow Summary Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Inflow Label	Connected To	Flow (L/s)	Runoff Method	Area (ha)	Percentage Impervious (%)	Urban Creep (%)	Adjusted Percentage Impervious (%)	Area Analysed (ha)
C1	PP1		Time of Concentration	0.104	100	0	100	0.104
C2	PP2		Time of Concentration	0.124	100	0	100	0.124
TOTAL		**0.0**		**0.229**				**0.229**

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Network Design Criteria Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Flow Options

Peak Flow Calculation	(UK) Modified Rational Method
Min. Time of Entry (mins)	5
Max. Travel Time (mins)	30

FEH

Type: FEH

Site Location	GB 233967 673484 NS 33967 73484
Return Period (years)	2.0
Rainfall Version	2022

Pipe Options

Lock Slope Options	None
Design Options	Minimise Excavation
Design Level	Level Inverts
Min. Cover Depth (m)	1.200
Min. Slope (1:X)	500.00
Max. Slope (1:X)	40.00
Min. Velocity (m/s)	0.75
Max. Velocity (m/s)	3.0
Use Flow Restriction	☐
Reduce Channel Depths	☑

Pipe Size Library

Default

Add. Increment (mm)	75
Max. Diameter (mm)	0

Diameter (mm)	Min. Slope (1:X)	Max. Slope (1:X)
100	0.00	0.00
150	0.00	0.00

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Network Design Criteria Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Manhole Options

Apply Offset	☐

Manhole Size Library

Default

Diameter / Width

Connection (mm)	Diameter / Length (m)	Width (m)
0	1.200	0.000
375	1.350	0.000
500	1.500	0.000
750	1.800	0.000

Additional Sizing

Connection (mm)	900
Diameter / Length (m)	0.900
Width (m)	0.000

Depth

Depth (m)	Diameter / Length (m)	Width (m)
0.000	1.050	0.000
1.500	1.200	0.000

Access

Depth (m)	Ladder Protrusion (mm)
0.000	130
3.000	230

Benching Requirements

Landing Width (mm)	500
Benching Width (mm)	225

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Outfall Details Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Outfalls

Outfall	Outfall Type	Fixed Surcharged Level (m)	Level Curve
MH3	Free Discharge		

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Title:	Company Address:		
Rainfall Analysis Criteria	2/3 48 West George Street Glasgow G2 1BP		

Runoff Type	Dynamic
Output Interval (mins)	5
Time Step	Default
Urban Creep	Apply Global Value
Urban Creep Global Value (%)	0
Junction Flood Risk Margin (mm)	0
Perform No Discharge Analysis	☐

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Title:	Company Address:		
UK and Ireland Rural Runoff Calculator	2/3 48 West George Street Glasgow G2 1BP		

ICP SUDS / IH 124

Details

Method	ICP SUDS
Area (ha)	0.262
SAAR (mm)	1709.0
Soil	0.47
Region	Region 2
Urban	0
Return Period (years)	2

Results

Region	QBAR Rural (L/s)	QBAR Urban (L/s)	Q 2 (years) (L/s)	Q 1 (years) (L/s)	Q 30 (years) (L/s)	Q 100 (years) (L/s)
Region 2	3.6	3.6	3.3	3.1	6.8	9.5

Greenfield Volume

FSR

Details

Region	Scotland And Ireland
M5-60 (mm)	16.0
Ratio R	0.233
Area (ha)	0.262
SAAR (mm)	1727.0
CWI	125.513
Urban 1990	0
Areal Reduction Factor	1.00
SPR	53
Storm Duration (mins)	360
Return Period (years)	200

Results

PR%	57.82
Greenfield Runoff Volume (m^3)	103.703

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Inflows Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 2 years: Increase Rainfall (%): +0: Critical Storm Per Item: Rank By: Max. Inflow

Inflow	Storm Event	Inflow Area (ha)	Max. Inflow (L/s)	Total Inflow Volume (m^3)
C1	FEH: 2 years: +0 %: 15 mins: Winter	0.10	15.0	6.930
C2	FEH: 2 years: +0 %: 15 mins: Winter	0.12	17.8	8.237

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Inflows Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 200 years: Increase Rainfall (%): +41: Critical Storm Per Item: Rank By: Max. Inflow

Inflow	Storm Event	Inflow Area (ha)	Max. Inflow (L/s)	Total Inflow Volume (m^3)
C1	FEH: 200 years: +41 %: 15 mins: Winter	0.10	67.0	31.072
C2	FEH: 200 years: +41 %: 15 mins: Winter	0.12	79.5	36.907

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Junctions Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 2 years: Increase Rainfall (%): +0: Critical Storm Per Item: Rank By: Max. Depth

Junction	Storm Event	Cover Level (m)	Invert Level (m)	Max. Level (m)	Max. Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m^3)	Max. Flooded Volume (m^3)	Max. Outflow (L/s)	Total Discharge Volume (m^3)	Status
MH3	FEH: 2 years: +0 %: 960 mins: Summer	100.449	99.400	99.422	0.022	2.9	0.000	0.000	2.9	79.094	OK
MH1	FEH: 2 years: +0 %: 15 mins: Winter	102.342	101.142	101.211	0.070	11.1	0.079	0.000	10.6	6.667	OK
MH2	FEH: 2 years: +0 %: 30 mins: Winter	101.675	100.475	100.569	0.094	21.6	0.106	0.000	21.5	20.404	OK

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Junctions Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 200 years: Increase Rainfall (%): +41: Critical Storm Per Item: Rank By: Max. Depth

Junction	Storm Event	Cover Level (m)	Invert Level (m)	Max. Level (m)	Max. Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m^3)	Max. Flooded Volume (m^3)	Max. Outflow (L/s)	Total Discharge Volume (m^3)	Status
MH3	FEH: 200 years: +41 %: 960 mins: Winter	100.449	99.400	99.423	0.023	3.3	0.000	0.000	3.3	256.276	OK
MH1	FEH: 200 years: +41 %: 15 mins: Winter	102.342	101.142	101.657	0.516	35.2	0.583	0.000	35.9	30.712	Surcharged
MH2	FEH: 200 years: +41 %: 960 mins: Winter	101.675	100.475	101.106	0.631	11.4	0.713	0.000	11.3	260.230	Surcharged

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Stormwater Controls Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 2 years: Increase Rainfall (%): +0: Critical Storm Per Item: Rank By: Max. Avg. Depth

Stormwater Control	Storm Event	Max. US Level (m)	Max. DS Level (m)	Max. US Depth (m)	Max. DS Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m³)	Max. Flooded Volume (m³)	Total Lost Volume (m³)	Max. Outflow (L/s)	Total Discharge Volume (m³)	Percentage Available (%)	Status
PP2	FEH: 2 years: +0 %: 30 mins: Winter	100.966	100.915	0.046	0.065	12.3	3.354	0.000	0.000	11.3	10.982	88.559	OK
PP1	FEH: 2 years: +0 %: 15 mins: Winter	101.854	101.830	0.074	0.081	15.0	1.714	0.000	0.000	11.1	6.689	87.546	OK
CS1	FEH: 2 years: +0 %: 360 mins: Winter	100.206	100.206	0.306	0.306	7.0	33.507	0.000	0.000	2.9	57.051	74.563	OK

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Stormwater Controls Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 200 years: Increase Rainfall (%): +41: Critical Storm Per Item: Rank By: Max. Avg. Depth

Stormwater Control	Storm Event	Max. US Level (m)	Max. DS Level (m)	Max. US Depth (m)	Max. DS Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m³)	Max. Flooded Volume (m³)	Total Lost Volume (m³)	Max. Outflow (L/s)	Total Discharge Volume (m³)	Percentage Available (%)	Status
PP2	FEH: 200 years: +41 %: 15 mins: Winter	101.206	101.115	0.286	0.265	79.5	15.664	0.000	0.000	37.1	35.555	46.575	OK
PP1	FEH: 200 years: +41 %: 15 mins: Winter	102.267	102.197	0.488	0.447	67.0	10.252	0.000	0.000	35.2	30.745	25.504	OK
CS1	FEH: 200 years: +41 %: 960 mins: Winter	101.105	101.105	1.205	1.205	11.3	131.372	0.000	0.000	3.3	256.286	0.270	OK

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Connections Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 2 years: Increase Rainfall (%): +0: Critical Storm Per Item: Rank By: Max. Flow

Connection	Storm Event	Connection Type	From	To	Upstream Cover Level (m)	Max. US Water Level (m)	Max. Flow Depth (m)	Discharge Volume (m³)	Max. Velocity (m/s)	Flow / Capacity	Max. Flow (L/s)	Status
P7	FEH: 2 years: +0 %: 960 mins: Summer	Pipe	CS1	MH3	101.290	100.129	0.022	79.094	1.2	0.01	2.9	OK
P1	FEH: 2 years: +0 %: 15 mins: Winter	Pipe	PP1	MH1	102.643	101.829	0.077	6.689	1.2	0.49	11.1	OK
P2	FEH: 2 years: +0 %: 15 mins: Winter	Pipe	MH1	MH2	102.342	101.211	0.068	6.667	1.4	0.4	10.6	OK
P3	FEH: 2 years: +0 %: 30 mins: Winter	Pipe	PP2	MH2	101.660	100.912	0.062	10.982	1.7	0.32	11.3	OK
P4	FEH: 2 years: +0 %: 30 mins: Winter	Pipe	MH2	CS1	101.675	100.569	0.089	20.404	1.5	0.31	21.5	OK

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Connections Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 200 years: Increase Rainfall (%): +41: Critical Storm Per Item: Rank By: Max. Flow

Connection	Storm Event	Connection Type	From	To	Upstream Cover Level (m)	Max. US Water Level (m)	Max. Flow Depth (m)	Discharge Volume (m³)	Max. Velocity (m/s)	Flow / Capacity	Max. Flow (L/s)	Status
P7	FEH: 200 years: +41 %: 960 mins: Winter	Pipe	CS1	MH3	101.290	101.105	0.023	256.276	1.3	0.01	3.3	Surcharged
P1	FEH: 200 years: +41 %: 15 mins: Winter	Pipe	PP1	MH1	102.643	102.224	0.150	30.745	2.0	1.55	35.2	Surcharged
P2	FEH: 200 years: +41 %: 15 mins: Winter	Pipe	MH1	MH2	102.342	101.657	0.150	30.712	2.0	1.36	35.9	Surcharged
P3	FEH: 200 years: +41 %: 15 mins: Winter	Pipe	PP2	MH2	101.660	101.141	0.150	35.555	2.1	1.05	37.1	Surcharged
P4	FEH: 200 years: +41 %: 15 mins: Winter	Pipe	MH2	CS1	101.675	100.792	0.225	66.092	1.8	1.05	73.3	Surcharged

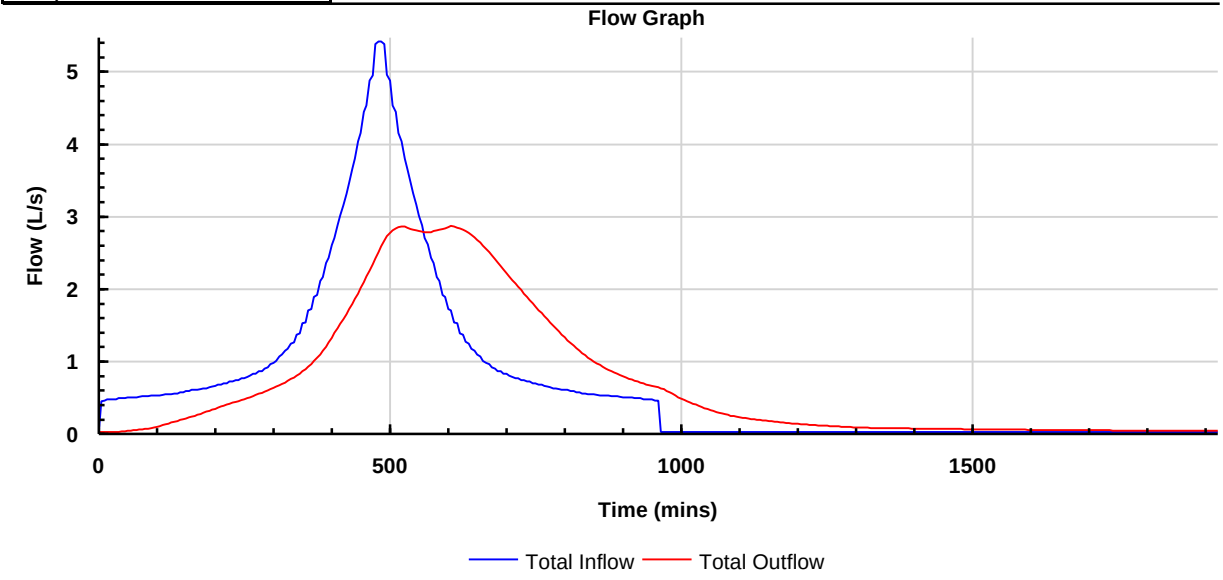
Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Phase Management Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

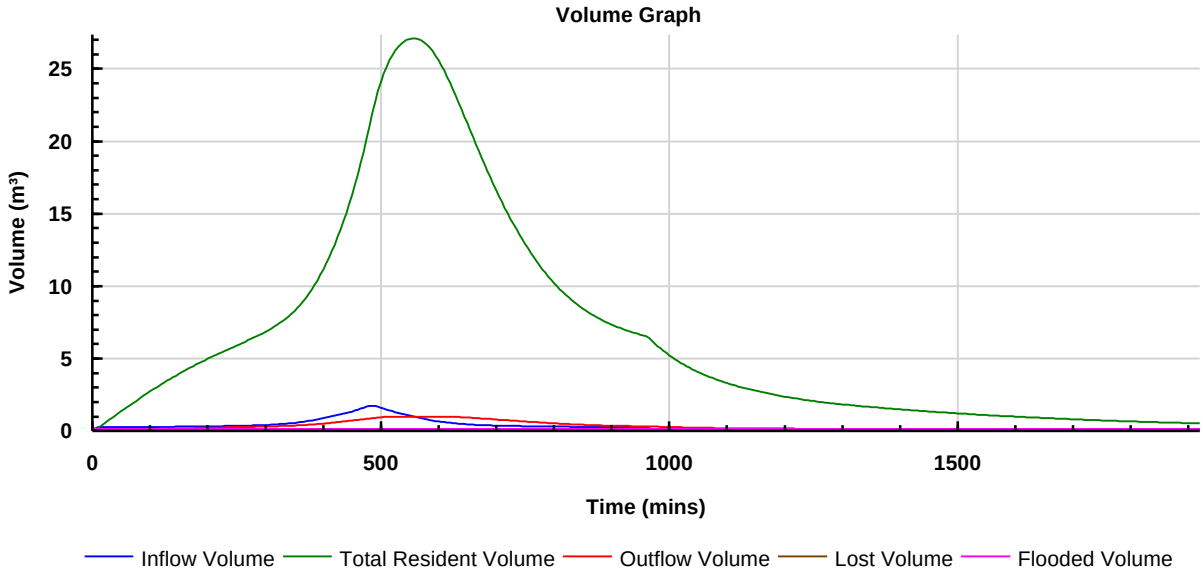
Design
FEH: 2 years: Increase Rainfall (%): +0: 960 mins: Summer

Tables

Name	Max. Inflow (L/s)	Total Inflow Volume (m³)	Max. Outflow (L/s)	Total Outflow Volume (m³)
MH3			2.9	79.094
TOTAL	5.4	79.618	2.9	79.094

Graphs





Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Phase Management Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

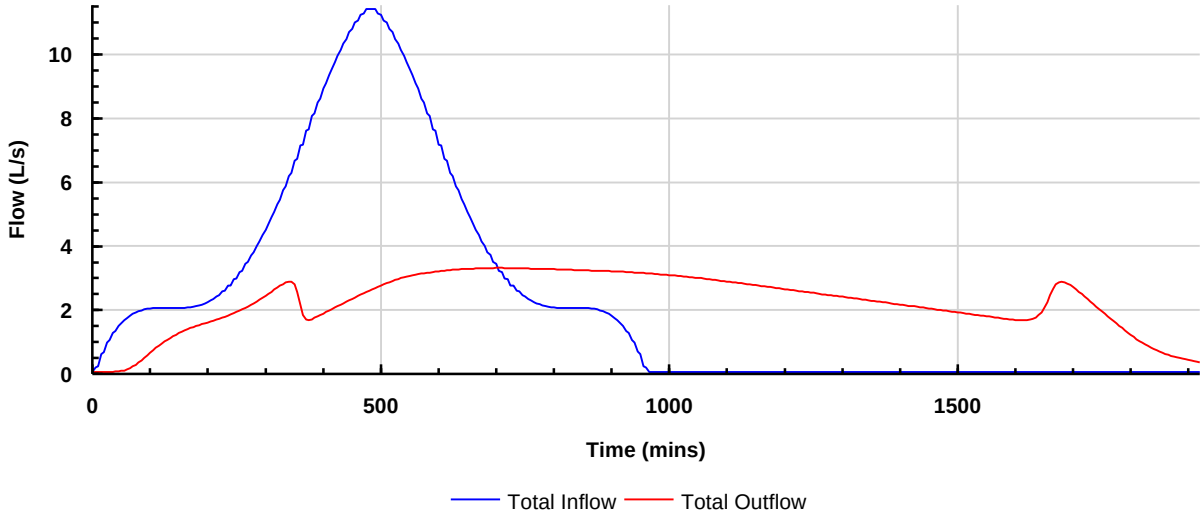
Design
FEH: 200 years: Increase Rainfall (%): +41: 960 mins: Winter

Tables

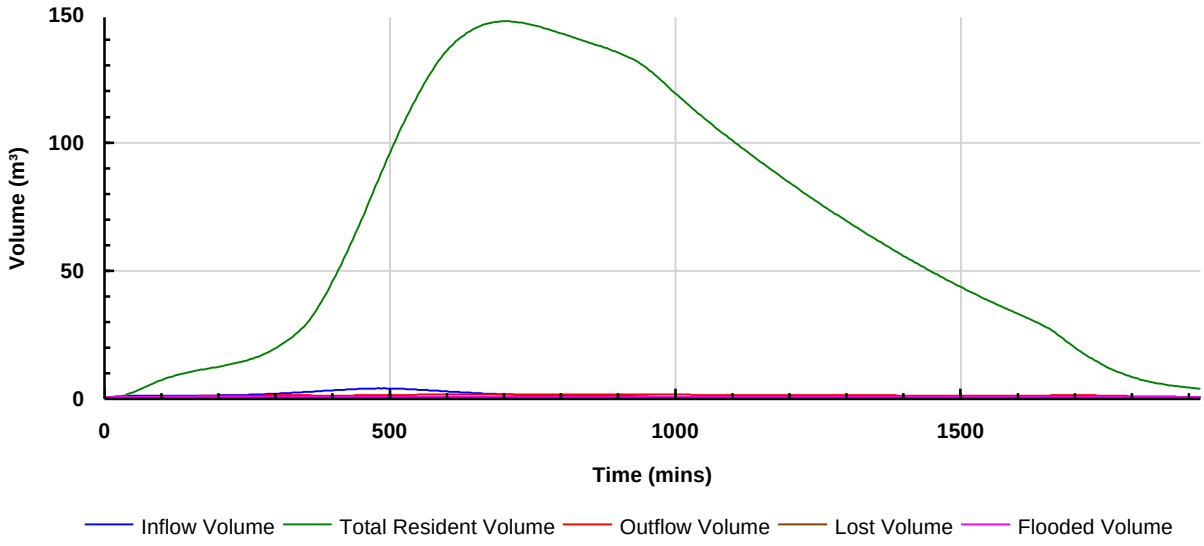
Name	Max. Inflow (L/s)	Total Inflow Volume (m³)	Max. Outflow (L/s)	Total Outflow Volume (m³)
MH3			3.3	256.276
TOTAL	11.4	260.264	3.3	256.276

Graphs

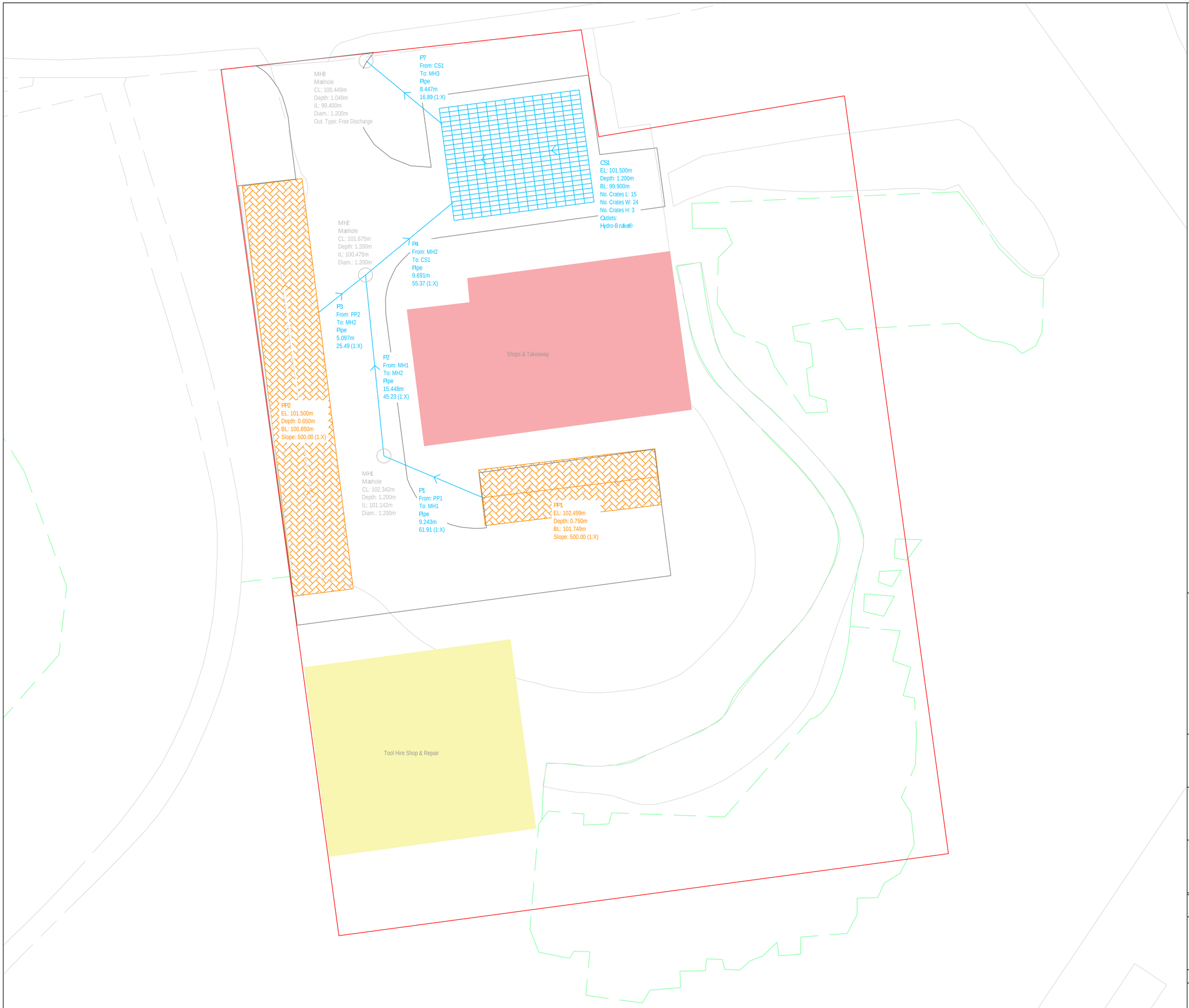
Flow Graph



Volume Graph



Appendix F: Drainage Strategy



NOT FOR CONSTRUCTION

LEGEND

- Surface Water Pipe
- Surface Water Manhole
- Cellular Storage
- Permeable Paving

ECOHYDROLOGY LIMITED

2/3 48 West George Street
Glasgow
G2 1BP
+44 (0) 141 2660671

info@ecohydrology.co.uk
www.ecohydrology.co.uk

Rubble Shift Ltd

Proposed Development at Southfield Avenue Port Glasgow

Drainage Strategy

Scale: NOT TO SCALE	Drawn:	D Lear	30/10/2024
	Designed:	D Lear	30/10/2024
	Checked:	D Swinbanks	04/11/2024
	Approved:	D Lear	04/11/2024

Digital File Name: EH00013-00-00-DR-C-0100

Drawing No.	Revision:	Sheet No.	Status:
EH00013-100	P01	1 of 1	DRAFT

SURFACE WATER MANAGEMENT PLAN CHECKLIST

Application ref:

	Item	Provided? (Y/N)	Submission Section Ref.	If 'N', comment reason
1	Location Plan	Y		
2	Pre-development overland flow path arrows for site and surrounding land. Post-development flow paths for site and surrounding area (on separate plan to pre-development).	Y	4.6 & Appendix F	
3	Area of impermeable surface (positively drained area) in proposed development	Y	4.2	
4	Greenfield runoff calculations for impermeable area	Y	4.1	
5	Confirmation that attenuation is provided to allow 1:200-year return period event (including a climate change allowance) discharge at the lesser of*: • 1:2 year greenfield runoff rate; • 4.5l/s/ha of impermeable area *Subject to minimum 75mmØ flow control (3l/s)	Y	4.2	
6	Confirmation that the first 5mm of rainfall is managed at a plot level, where appropriate and runoff is managed in stages as it drains through the site	Y	Appendix E	
7	Volume of attenuation required to allow discharge at greenfield rate (m^3)	Y	Appendix E	
	Volume of attenuation provided within the proposed drainage layout (m^3)	Y	Appendix E	
	Volume of long-term storage provided in landscape and drainage features across the site	N		Long term stoage not adopted
8	Hand calculations or Hydraulic modelling outputs with pipes included and 1:30-year return period event (including a climate change allowance) and 1:200-year+CC outputs (1:1000-year+CC for civil/critical infrastructure[2])	Y	Appendix E	
9	Drainage drawing with manhole numbers that cross reference with the hydraulic modelling outputs	Y	Appendix F	

	Item	Provided? (Y/N)	Submission Section Ref.	If 'N', comment reason
10	Confirmation that 1:30-year+CC event remains in drainage features and that 1:200-year+CC remains attenuated on site safely	Y	4.3	
11	Confirmation of who will adopt and maintain the surface water system including SuDS	Y	4.7	
12	Confirmation where the surface water ultimately discharges	Y	4.4	
13	Confirmation that appropriate water quality measures (SuDS treatment) is included in the design in line with the relevant guidance.	Y	4.5	
14	Confirmation that infiltration testing has been undertaken for drainage infiltration systems, prior to determination	N	4.4	Infiltration unsuitable
15	If discharging surface water to public sewer – confirmation that Scottish Water agree in principle to proposed connection	Y		
16	Confirmation that safe and dry pedestrian and vehicular access and egress is afforded to all properties	Y	4.6	
17	Self-Certification Declaration (Certificate A1) and Independent Check Declaration (Certificate B1) signed by a Chartered Professional with either ICE or CIWEM	Y	Appendix B	

3. APPOINTED OFFICER'S REPORT OF HANDLING DATED 26 FEBRUARY 2025

Inverclyde council

REPORT OF HANDLING

Report By:	**Carrie Main**	**Report No:**	**24/0252/IC** **Local Application Development**
Contact Officer:	**01475 712413**	**Date:**	**26 February 2025**

Subject: **Erection of tool hire unit with yard to rear; erection of two retail units (Class 1A); erection of a hot food takeaway (sui generis) with extraction system; formation of related access with servicing, parking and landscaping; and erection of boundary fence at**

Land At Southfield Avenue, Port Glasgow

SITE DESCRIPTION

The application site comprises an area of 2400 square metres of vacant, brownfield land, formerly occupied by a social club with associated parking, demolished in 2017. The site is located on the south side of Southfield Avenue. An existing access and level platform from the former use exists on site with higher ground towards the rear south-eastern corner of the site. Behind the site (south) there is a new build housing development, constructed on the site of the former St Stephen's School, granted permission through a series of applications granted in 2019. Mature tree cover exists to the east, west and rear of the site. The site is unallocated within both the adopted and proposed Inverclyde Local Development Plans. An area of designated public open space lies adjacent to the site, to the west.

PROPOSAL

Planning permission is sought for the erection of two rectangular shaped buildings or 'blocks' with associated works including related access, service yard, storage containers x9, parking area including car and cycle parking, boundary fencing, access gate and bin stores.

Block 1 covers a footprint of approximately 286sq metres and is positioned relatively centrally within the site, albeit closer to and approximately 13 metres setback from Southfield Avenue. The proposed floor plan depicts that the building/block will contain 3 subdivided units; two Class 1A Units, each covering approximately 96sqm and one hot food takeaway (sui generis) unit covering approximately 48sqm with the latter unit located at the west side of the building, adjacent to the main access route. Each unit contains a small WC and a features floor to ceiling glazed entrance doors/windows at the front northern elevation/shopfront. The building extends to a height of 1.6 metres. It features a low mono-pitched roof to be constructed in dark grey insulted metal sheeting, insulted metal cladded white walls and dark grey framed windows and black guttering.

Block 2 covers a footprint of approximately 273sq metres and is positioned towards the rear south-western corner of the site, setback around 30 metres and opposite the access from Southfield Avenue. The proposed floor plan depicts that the building/block will contain 2 subdivided units; a tool hire unit covering 140sqm and a tool hire maintenance unit covering 94sqm. The building extends to a height of 8.3 metres at its highest point. Its design is similar to block 1 with a low mono-pitched roof

and constructed in the same materials of Block 1 (described previously). It features two roller shutter doors within the front elevation. A sliding access gate is proposed approximately 8.8 metres front of the building across the width of the site, which delineates site from the Block 2 and the associated service yard, storage containers, bins and parking area at this end of the site. The storage containers, 9 in total, are each 6.1 metres in length by 2.44 metres in width by 2.59 metres high. The total floor area of the containers is approximately 125 square metres.

Access is taken from the existing access from Southfield Avenue where footways on both sides of the proposed access are connected via a crossing point. A total of 21 parking spaces are provided within the site, located centrally, to the east and north with cycle parking located at the northern boundary with Southfield Avenue. The bin areas are to be located to the eastern side elevation of Block 1 and in front (north) of Block 2. Storage containers (9 in total) are located adjacent to on the eastern side of Block 2. The site boundary treatment is to be 2.4-metre-high v mesh fencing. The topographical plans depict that land engineering works are proposed to excavate the land at approximately 0.5 metres at Block 1 and by 1.8 metres at the rear elevation of Block 2.

A Drainage Impact Assessment was submitted in support of the application.

NATIONAL PLANNING FRAMEWORK 4

NPF4 was adopted by the Scottish Ministers on 13th February 2023. NPF4 forms part of the statutory development plan, along with the Inverclyde Local Development Plan and its supplementary guidance. NPF4 supersedes National Planning Framework 3 (NPF3) and Scottish Planning Policy (SPP) (2014). NPF3 and SPP no longer represent Scottish Ministers' planning policy. The Clydeplan Strategic Development Plan and associated supplementary guidance cease to have effect from 13th February 2023 and as such no longer form part of the development plan.

NPF4 contains 33 policies and the following are considered relevant to this application.

Policy 1- Tackling the climate change and nature crises

When considering all development proposals significant weight will be given to the global climate and nature crises.

Policy 9- Brownfield, vacant and derelict land and empty buildings

a) Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account.
b) Proposals on greenfield sites will not be supported unless the site has been allocated for development or the proposal is explicitly supported by policies in the LDP.
c) Where land is known or suspected to be unstable or contaminated, development proposals will demonstrate that the land is, or can be made, safe and suitable for the proposed new use.
d) Development proposals for the reuse of existing buildings will be supported, taking into account their suitability for conversion to other uses. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.

Policy 13- Sustainable Transport

b) Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:

i. provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;

ii. will be accessible by public transport, ideally supporting the use of existing services;
iii. integrate transport modes;
iv. provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
v. supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
vi. are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;
vii. have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and
viii. adequately mitigate any impact on local public access routes.

c) Where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.

Policy 14- Design, quality and place

a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.
b) Development proposals will be supported where they are consistent with the six qualities of successful places:

Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.
Pleasant: Supporting attractive natural and built spaces.
Connected: Supporting well connected networks that make moving around easy and reduce car dependency
Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.
Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.
Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.
Further details on delivering the six qualities of successful places are set out in Annex D.
c) Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

Policy 15- Local living and 20-minute neighbourhoods

Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development
with the surrounding area, including local access to:

- sustainable modes of transport including local public transport and safe, high quality walking, wheeling and cycling networks;
- employment;
- shopping;
- health and social care facilities;
- childcare, schools and lifelong learning opportunities;
- playgrounds and informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport and recreation facilities;
- publicly accessible toilets;
- affordable and accessible housing options, ability to age in place and housing diversity.

Policy 26- Business and Industry

a) Development proposals for business and industry uses on sites allocated for those uses in the LDP will be supported.

b) Development proposals for home working, live-work units and micro-businesses will be supported where it is demonstrated that the scale and nature of the proposed business and building will be compatible with the surrounding area and there will be no unacceptable impacts on amenity or neighbouring uses.

c) Development proposals for business and industry uses will be supported where they are compatible with the primary business function of the area. Other employment uses will be supported where they will not prejudice the primary function of the area and are compatible with the business/industrial character of the area.

d) Development proposals for business, general industrial and storage and distribution uses outwith areas identified for those uses in the LDP will only be supported where:

i. It is demonstrated that there are no suitable alternatives allocated in the LDP or identified in the employment land audit; and
ii. The nature and scale of the activity will be compatible with the surrounding area.

e) Development proposals for business and industry will take into account:

i. Impact on surrounding residential amenity; sensitive uses and the natural and historic environment;
ii. The need for appropriate site restoration at the end of a period of commercial use.

Policy 28 – Retail

a) Development proposals for retail (including expansions and changes of use) will be consistent with the town centre first principle. This means that new retail proposals:
i. will be supported in existing city, town and local centres, and
ii. will be supported in edge-of-centre areas or in commercial centres if they are allocated as sites suitable for new retail development in the LDP.
iii. will not be supported in out of centre locations (other than those meeting policy 28(c) or 28(d)).
b) Development proposals for retail that are consistent with the sequential approach (set out in a) and click-and-collect locker pick up points, will be supported where the proposed development:
i. is of an appropriate scale for the location;
ii. will have an acceptable impact on the character and amenity of the area; and
iii. is located to best channel footfall and activity, to benefit the place as a whole.
c) Proposals for new small scale neighbourhood retail development will be supported where the proposed development:
i. contributes to local living, including where relevant 20-minute neighbourhoods and/or
ii. can be demonstrated to contribute to the health and wellbeing of the local community.

ADOPTED 2019 LOCAL DEVELOPMENT PLAN POLICIES

Policy 1 - Creating Successful Places

Inverclyde Council requires all development to have regard to the six qualities of successful places. In preparing development proposals, consideration must be given to the factors set out in Figure 3. Where relevant, applications will also be assessed against the Planning Application Advice Notes Supplementary Guidance.

Policy 6 - Low and Zero Carbon Generating Technology

Support will be given to all new buildings designed to ensure that at least 15% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies. This percentage will increase to at least 20% by the end of 2022.

Other solutions will be considered where:

(a) it can be demonstrated that there are significant technical constraints to using on-site low and zero-carbon generating technologies; and
(b) there is likely to be an adverse impact on the historic environment

*This requirement will not apply to those exceptions set out in Standard 6.1 of the 2017 Domestic and Non-Domestic Technical Handbooks associated with the Building (Scotland) Regulations 2004, or to equivalent exceptions set out in later versions of the handbook.

Policy 8 - Managing Flood Risk

Development proposals will be assessed against the Flood Risk Framework set out in Scottish Planning Policy. Proposals must demonstrate that they will not:

a be at significant risk of flooding; (i.e. within the 1 in 200 year design envelope);
b increase the level of flood risk elsewhere; and
c reduce the water conveyance and storage capacity of a functional flood plain.

The Council will support, in principle, the flood protection schemes set out in the Clyde and Loch Lomond Local Flood Risk Management Plan 2016, subject to assessment of the impacts on the amenity and operations of existing and adjacent uses, the green network, historic buildings and places, and the transport network.

Policy 9 - Surface and Waste Water Drainage

New build development proposals which require surface water to be drained should demonstrate that this will be achieved during construction and once completed through a Sustainable Drainage System (SuDS), unless the proposal is for a single dwelling or the discharge is directly to coastal waters.

The provision of SuDS should be compliant with the principles set out in the SuDS Manual C753 and Sewers for Scotland 3rd edition, or any successor documents.

Where waste water drainage is required, it must be demonstrated that the development can connect to the existing public sewerage system. Where a public connection is not feasible at present, a temporary waste water drainage system can be supported if:

i) a public connection will be available in future, either through committed sewerage infrastructure or pro-rata developer contributions; and
ii) the design of, and maintenance arrangements for, the temporary system meet the requirements of SEPA, Scottish Water and Inverclyde Council, as appropriate.

Private sustainable sewerage systems within the countryside can be supported if it is demonstrated that they pose no amenity, health or environmental risks, either individually or cumulatively.
Developments including SuDS are required to have an acceptable maintenance plan in place.

Policy 10 - Promoting Sustainable and Active Travel

Development proposals, proportionate to their scale and proposed use, are required to:

a provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, include links to the wider walking and cycling network; and
b include electric vehicle charging infrastructure, having regard to the Energy Supplementary Guidance.

Proposals for development, which the Council considers will generate significant travel demand, are required to be accompanied by a travel plan demonstrating how travel to and from the site by means other than private car will be achieved and encouraged. Such development should also demonstrate that it can be accessed by public transport.

The Council will support the implementation of transport and active travel schemes as set out in Council-approved strategies, subject to adequate mitigation of the impact of the scheme on: development opportunities; the amenity and operations of existing and adjacent uses; the green network; and historic buildings and places.

Policy 11 - Managing Impact of Development on the Transport Network

Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network. Development should comply with the Council's roads development guidelines and parking standards. Developers are required to provide or contribute to improvements to the transport network that are necessary as a result of the proposed development.

Policy 16 – Contaminated Land

Development proposed on land that the Council considers to be potentially contaminated will only be supported where a survey has identified the nature and extent of any contamination present on site and set out a programme of remediation or mitigation measures that ensure that site can be made suitable for the proposed use.

Policy 22 - Network of Centres Strategy

The preferred locations for the uses set out in Schedule 6 are within the network of town and local centres identified in Schedule 7. Proposals which accord with the role and function of the network of centres as set out in Schedule 7 and the opportunities identified in Schedule 8 will be supported. Proposals for Schedule 6 uses outwith the network of centres or not conforming with the role and function of a particular centre will only be supported if it can be demonstrated that:

a there is not a suitable sequentially preferable opportunity;
b there will not be an unacceptable impact on the vibrancy, vitality or viability of other centres within the network of centres; and
c there are clear community or economic benefits that can be best achieved at the proposed location.

Proposals for Business (Class 4), residential and hotel uses will also be supported in town and local centres.

Policy 26 – Business and Industrial Development Opportunities

Business, industrial, and storage or distribution uses (Class 4, 5 and 6) on the sites listed in Schedule 8 and shown on the Proposals Map, will be supported.

PROPOSED 2021 DEVELOPMENT PLAN POLICIES

Policy 1 - Creating Successful Places

Inverclyde Council requires all development to have regard to the six qualities of successful places. In preparing and assessing development proposals, consideration must be given to the factors set

out in Figure 2 and demonstrated in a design-led approach. Where relevant, applications will also be assessed against the Planning Application Advice Notes and Design Guidance for New Residential Development Supplementary Guidance. When assessing proposals for the development opportunities identified by this Plan, regard will also be had to the mitigation and enhancement measures set out in the Strategic Environmental Assessment Environmental Report.

Policy 6 - Low and Zero Carbon Generating Technology

Support will be given to all new buildings designed to ensure that at least 20% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies. This percentage will increase to at least 25% by the end of 2025.

Other solutions will be considered where:
(a) it can be demonstrated that there are significant technical constraints to using on-site low and zero-carbon generating technologies; and
(b) there is likely to be an adverse impact on the historic or natural environment.

*This requirement will not apply to those exceptions set out in Standard 6.1 of the 2017 Domestic and Non-Domestic Technical Handbooks associated with the Building (Scotland) Regulations 2004, or to equivalent exceptions set out in later versions of the handbook.

Policy 9 - Managing Flood Risk

Development proposals will be assessed against the Flood Risk Framework set out in Scottish Planning Policy. Proposals must demonstrate that they will not:

- be at significant risk of flooding (i.e. within the 1 in 200 year design envelope);
- increase the level of flood risk elsewhere; and
- reduce the water conveyance and storage capacity of a functional flood plain.

The Council will support, in principle, the flood risk management schemes set out in the Clyde and Loch Lomond Local Flood Risk Management Plan 2016, subject to assessment of the impacts on the amenity and operations of existing and adjacent uses, the resources protected by the Plans historic buildings and places and natural and open spaces chapters, and the transport network. Where practical and effective, nature-based solutions to flood management will be preferred.

Policy 10 - Surface and Waste Water Drainage

New build development proposals which require surface water to be drained should demonstrate that this will be achieved during construction and once completed through a Sustainable Drainage System (SuDS), unless the proposal is for a single dwelling or the discharge is directly to coastal waters.

The provision of SuDS should be compliant with the principles set out in the SuDS Manual C753 and Sewers for Scotland 4th edition, or any successor documents.

Where waste water drainage is required, it must be demonstrated that the development can connect to the existing public sewerage system. Where a public connection is not feasible at present, a temporary waste water drainage system can be supported if:

i) a public connection will be available in future, either through committed sewerage infrastructure or pro-rata developer contributions; and

ii) the design of, and maintenance arrangements for, the temporary system meet the requirements of SEPA, Scottish Water and Inverclyde Council, as appropriate.

Private sustainable sewerage systems within the countryside can be supported if it is demonstrated that they pose no amenity, health or environmental risks, either individually or cumulatively.

Developments including SuDS are required to have an acceptable maintenance plan in place, which identifies who will be responsible for maintenance and how this will be funded in the long term.

Policy 11 - Promoting Sustainable and Active Travel

Development proposals, proportionate to their scale and proposed use, are required to:

- provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, including links to the wider walking, cycling network and public transport network; and

- include electric vehicle charging infrastructure, having regard to the Energy Supplementary Guidance.

Proposals for development, which the Council considers will generate significant travel demand, are required to be accompanied by a travel plan demonstrating how travel to and from the site by means other than private car will be achieved and encouraged. Such development should also demonstrate that it can be accessed by public transport.

The Council will support the implementation of transport and active travel schemes as set out in national, regional and Council-approved strategies, subject to adequate mitigation of the impact of the scheme on: development opportunities; the amenity and operations of existing and adjacent uses; and the resources protected by the Plan's historic buildings and places and natural and open spaces chapters

Policy 12 - Managing Impact of Development on the Transport Network

Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network.

Development should comply with the Council's roads development guidelines and parking standards, including cycle parking standards.

Developers are required to provide or financially contribute to improvements to the transport network that are necessary as a result of the proposed development.

Policy 16 - Soils

Development on prime agricultural land will only be supported if:

a) it is on land allocated for development in this Local Development Plan or meets a need identified in the Strategic Development Plan;
b) there is a specific locational need for the development;
c) it is for small scale development directly linked to a rural business; or
d) it is for renewable energy generation or mineral extraction, and the proposals include provision for the site to be returned to its former status.

Development should avoid the unnecessary disturbance of peat and carbon-rich soils. Best practice must be adopted in the movement, storage, management and reinstatement of peat and carbon-rich soils.

Where peat and carbon rich soils are present on an application site, a depth survey must be undertaken which demonstrates that areas of deep peat have been avoided as far as is possible. A peat management plan must also be produced, detailing mitigation measures which demonstrate

that the unnecessary disturbance, degradation or erosion of peat will be avoided. It will also need to be demonstrated that adverse impacts on the soil resource during the construction and operational phases of a development will be minimised and the development will not result in a net increase in CO2 emissions over its lifetime.

Policy 17 - Brownfield Development

The Council offers in principle support for proposals to bring brownfield sites in the urban area into beneficial use.

Proposals for the temporary greening of brownfield sites will be supported where it is demonstrated that they will deliver a positive impact to the local environment and overall amenity of the area. For sites identified for development in this Plan, temporary greening projects should not prejudice the future development of the site.

Proposals for advanced structure planting to create a landscape framework for future development on sites identified in the Plan will be supported.

Development proposed on land that the Council considers to be potentially contaminated will only be supported where a survey has identified the nature and extent of any contamination present on site and set out a programme of remediation or mitigation measures that are acceptable to the Council and ensure that the site can be made suitable for the proposed use.

Policy 23 - Network of Centres Strategy

The preferred locations for the uses set out in Schedule 6 are within the network of town and local centres identified in Schedule 7. Proposals which accord with the role and function of the network of centres as set out in Schedule 7 and the opportunities identified in Schedule 8 will be supported. Proposals for Schedule 6 uses outwith the network of centres or not conforming with the role and function of a particular centre will only be supported if it can be demonstrated that:

a there is not a suitable sequentially preferable opportunity;
b there will not be an unacceptable impact on the vibrancy, vitality or viability of other centres within the network of centres; and
c there are clear community or economic benefits that can be best achieved at the proposed location.

Proposals for Business (Class 4), residential and hotel uses will also be supported in town and local centres.

Policy 26 – Business and Industrial Development Opportunities

Business, industrial, and storage or distribution uses (Class 4, 5 and 6) on the sites listed in Schedule 8 and shown on the Proposals Map, will be supported.

CONSULTATIONS

Head Of Service - Roads and Transportation –

1. Parking should be provided in accordance with the National Roads Development Guidelines:

Use class	Car parking	Bicycle parking
Class 1 – retail	3 spaces per 100m2 GFA	1 space per 400m2 for staff and 1 space per 400m2 for customers
Sui generis – Take Away	5 space per 100m2	1 space plus 1 space per 50 car parking spaces

Class 6 – Storage	1 space per 50m2	1 space per 500m2 for staff 1 space per 1,000 m2 for visitors

2. The proposed premise use is:
   - A tool hire unit (approx. 234m2) – class 6; this requires 5 parking spaces.
   - 2 retail units (approx. 212m2) – class 1; this requires 7 parking spaces; and
   - A takeaway (approx. 57m2) – sui generis; this requires 3 parking spaces.

   The total parking requirement for the proposed development is 5+7+3 = 19 parking spaces. The drawing A100 Location Plan shows 24 parking spaces, of which one is marked with a fence to be built through it making it unusable making it 23 spaces which meets the parking requirement for the site.

3. Parking bays shall have minimum dimensions of 2.5m×5.0m with minimum 6m aisle. The car park gradient should not exceed 10%.

4. At least 3 spaces shall be designated as disabled bays. These parking bays shall be 2.9m×5.5m with a 1m strip around it. The drawing A100 Location Plan shows 4 disabled bays, which is acceptable.

5. The cycle parking requirement for the overall development is 6 spaces.

6. The applicant should demonstrate that a visibility splay of 2.4m×25.0m×1.05 can be achieved from the proposed access.

7. The proposed development will have an impact on the existing street lighting, accordingly a lighting and electrical design for adoptable areas will be required for each site.

   A system of lighting shall be kept operational at all times within the existing public adopted areas.

8. Drawing A100 shows black rectangles of varying sizes and undeclared purpose. They appear to be for use as storage – their size and GFA shall be declared by the applicant to update the parking requirements.

9. A Section 56 Agreement will be required for any changes to the public road network.

10. Flood Risk Assessments (FRAs) are required for all applications for Industrial or commercial developments greater than 250m2, however, in this instance an FRA is not required as the site is not at risk from flooding from either coastal, fluvial (watercourse), pluvial (surface water).

    The submitted Surface Water Management Plan notes the site currently discharging unattenuated runoff onto Southfield Avenue. SWMP will restrict all site runoff up to and including the 1 in 200-year plus 41% allowance for climate change to 3.3l/s, which is the minimum achievable discharge rate whilst ensuring a minimum orifice size above 75mm diameter, which is acceptable.

    The SWMP notes that attenuation will be achieved via permeable paving and cellular storage crates that have been sized to fully accommodate the 1 in 200-year plus climate change event and shows no flooding from the site. At all times surface water should be attenuated within the development boundary.

Head of Service- Public Protection–

Conditions recommended in respect of contaminated land, detailed specification of the ventilation and extraction system to serve the hot food takeaway and detailed specification of waste containers.

Advisory notes recommended in respect of site drainage, rats, drains and sewers, design and construction of buildings- gulls, consultation on the proposed use in relation to ventilation requirements.

Scottish Water-

Scottish Water has no objection to this planning application. The applicant should be aware that this does not confirm that the proposed development can currently be serviced. Please read the following carefully as there may be further action required. Scottish Water would advise the following:

Water Capacity Assessment • There is currently sufficient capacity in the Greenock Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment • There is currently sufficient capacity for a foul only connection in the Inverclyde Waste Water Treatment works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

PUBLICITY

The application was advertised in the Greenock Telegraph on 20th December 2024 as a Schedule 3 'Bad Neighbour' development.

SITE NOTICES

The nature of the proposal did not require a site notice.

PUBLIC PARTICIPATION

The application was the subject of neighbour notification. 36 representations were received, 34 in support of the proposal and 1 objecting to the proposal and 1 neutral comment.

The comments in support can be summarised as follows:

- Local shops will benefit the local community.
- Local tool hire will benefit the community; there is not a facility like this within Port Glasgow and Kilmacolm area.
- Will provide employment for local community.
- Trusted applicant.
- Good use of vacant land.
- Appropriate design with acceptable access, parking and minimal impact on surrounding neighbours.
- It creates natural surveillance of the adjacent open space to deter anti-social behaviour.

The comments objecting to the proposal can be summarised as follows:

- Increased traffic, the road is already too busy with the new development.
- Not sufficient parking for the proposed shops.
- Groups of youths will hang around the shops and this will encourage anti-social behaviour.
- There are plenty of shops within walking distance of this site.
- Odours from takeaway will impact amenity of nearby residents.

Neutral comment can be summarised as follows:

- Loss of wildlife on site and surrounding area? Foxes present in this area.
- The development may create pollution or affect low carbon emissions footprint?
- Will the building obstruct the view of the water as building height is not clear.
- Change in topography not clear.

These points will be addressed within my assessment, below.

ASSESSMENT

The material considerations in determination of this application are the National Planning Framework 4 (NPF4); the 2019 adopted and 2021 proposed Inverclyde Local Development Plan (LDP); the impact on the role, function and amenity of the site and surrounding area; the consultation responses and the representations received.

NPF4 policies 1, 9, 13, 14, 15, 26 and 28 are of most relevance to this proposal and support development proposals that will consider the global climate and nature crises; result in the sustainable reuse of brownfield land, including vacant and derelict land and buildings; where the transport requirements generated have been considered in line with the sustainable travel; there is an improvement on the quality of an area; where they are consistent with the six qualities of successful places; contribute to local living including 20-minute neighbourhoods where employment and local shopping facilities are provided; where business and industrial uses and retail are supported where compatible with the surrounding area and with residential amenity.

The proposal requires to be assessed against the relevant policies of the adopted and proposed Inverclyde LDP, the relevant policies outlined above.

Policy 1 of both LDPs requires all development to have regard to the six qualities of successful places. The relevant qualities to this proposal in Policy 1 are being "Distinctive" in reflecting local architecture and urban form; being "Adaptable" by ensuring buildings and land can be adapted for a range of uses and to avoid buildings or spaces that will become neglected or obsolete; being "Resource Efficient" by making use of existing buildings and previously developed land, around public transport nodes; being "Easy to Move Around" well connected, with good path links to the wider network, recognising the needs of pedestrians and cyclists; being "Safe and Pleasant" by avoiding conflict between adjacent uses by having regard to adverse impacts that may be created by noise; smell; vibration or air quality; avoiding creating spaces that are unsafe or likely to encourage and facilitate anti-social behaviour and crime; and minimising the impact of traffic and parking on the street scene; and being "Welcoming" in integrating new development into existing communities and creating attractive and active streets. Policy 6 of both Plans supports low and zero carbon generating technology. Policies 7 of both Plans specifically addresses waste management in the design of new development. Policies 8 and 9 of adopted Plan and 9 and 10 of the proposed Plan address flooding and drainage. Policies 11 and 12 of the proposed Plan specifically address the impact on the transport network. Policy 16 of both Plans addresses contaminated land. Policy 17 of the proposed Plan offers in principle support for proposals to bring brownfield sites within the urban area into beneficial use. Policy 22 of the adopted Plan and Policy 23 of the proposed Plan and Policy 26 of both Plans define the preferred location for specific uses such as retail and business and industry.

Under Policy 28 of NPF4, Policy 22 of the adopted Plan and Policy 23 of the proposed Plan development proposals for retail must be consistent with the town centre first principle and will be directed to existing town and local centres, on allocated sites on edge of commercial centres, and not supported in out of centre locations unless it contributes to local living 20-minute neighbourhood and it can be demonstrated to contribute to the health and wellbeing of the local community. The LDP Policies also state that proposals outwith the network of centres will only be supported if it can be demonstrated that there is not a suitable sequentially preferable opportunity; there will not be an unacceptable impact on the vibrancy, vitality or viability of other centres within the network of centres; and there are clear community or economic benefits that can be best achieved at the proposed location.

The application site is a vacant, brownfield site within the settlement boundary within a residential area. The principle of development on brownfield land generally complies with Policy 9 of NPF4 and Policy 17 of the proposed Plan. Given the asphalt surface from the previous use remains on site it is not considered to have naturalised and therefore the biodiversity value of the site is not considered

to be of merit. The site also contains no natural heritage designations and therefore development is not considered to be of any adverse implications to biodiversity.

The site is undesignated within both LDPs. The proposed uses are not directed to this location, as it is outwith a town or local centre. They are therefore considered 'local facilities' under Schedule 6 of both Plans, which states that new uses outwith the town and local centres shall not exceed 250 square metres in total. The proposed uses present a total floor space of approximately 559m2, thus well exceeding the 250 square metre total. In this regard, the applicant has submitted supporting information which references similar sized local retail facilities which are in close proximity to residential dwellings. Reference was also made to the fact that neighbourhood shopping facilities were demolished in recent years at Burnside Avenue (in close proximity to the site) in which these facilities could replace. Nevertheless, assessment must consider the suitably of the proposal at this site, the impact and acceptability of the proposed uses in terms of the overall amenity impact and whether the proposed uses are compatible with the character and functionality of the surrounding area and to the benefit of the local community.

Considering the site and its surrounding area, the nearest local centre is Dubbs Road which is approximately 223 metres and 7-minute walk from the site, with the nearest town centre being Port Glasgow. Vacancies are likely to exist in these centres that could accommodate the units and the proposed uses. It should be noted that at the time of assessment, vacancies currently exist in the nearby Dubbs Road local centre. Given its proximity to the site, the Dubbs Road local centre can provide local facilities which comply with the Policy 15 of NPF4 local living and 20-minute neighbourhoods and should be directed to this area in the first instance, in the interest of sustainability, in utilising existing resources and infrastructure. This proposal therefore raises concern of overprovision of local facilities in the area which could adversely impact the vibrancy, vitality or viability of other existing centres. The large scale of this proposal essentially creates a new local centre, when the existing local centre within the catchment of surrounding residential properties, can be argued to be not being utilised to its full potential. There is an understanding that there are community or economic benefits of introducing retail at this location, given it will serve and be accessible to surrounding residential properties, which is recognised by comments in support received by representation. However, the benefits could be offset by drawing trade away from the existing local centres/facilities. In this regard, sufficient evidence has not been provided to conclude that no preferable, appropriate, suitable and available opportunities/sites exist. As such, the proposal cannot be seen to accord with the principles of Policy 28 of NPF4 and with Policy 22 of the adopted Plan and Policy 23 of the proposed Plan.

Notwithstanding the above assessment, further assessment is required in relation to the amenity impact of the proposed uses and compatibility with the surrounding area's character and functionality. It is noted that generally the proposed uses will not present the same level of quietude as experienced currently within this predominantly residential area. This is particularly relevant in relation to the noise and odour associated from the proposed hot food takeaway and any concern of noise disturbance from the proposed tool hire. Consultation responses from the relevant departments are prudent in assessment of such matters.

The Head of Public Protection has offered no objection and noting the suitably distant position from residential properties. Conditions are recommended in respect of detailed specification of the ventilation and extraction system to serve the hot food takeaway, detailed specification of waste containers and contaminated land. On this basis, it can be concluded that on application of appropriate conditions and advisory notes that the proposal would not result in any adverse implications to residential amenity. It is acknowledged there are no specific requirements in relation to noise for the proposed uses and should there be any excessive noise this should be directed to Head of Public Protection as this is addressed via separate legislation.

With regards to traffic management, flooding and drainage, the Head of Service Roads and Transportation offers no objection and has confirmed that the satisfactory provision of parking and cycle storage, access, gradient and drainage provision. Scottish Water offered no objection with advice to the applicant which can be placed as an advisory note on any grant of planning permission.

With reference to other concerns raised by representation and not yet addressed, there is nothing to suggest that the proposal would lead to groups of youths gathering or anti-social behaviour and perceptions over the potential for such behaviour does not justify the refusal of planning permission. Loss of view is not a material planning consideration however, given the proposed site levels and building heights there is not any significant obstruction or loss of view caused by the development. The proposed site plan and topographical information indicates that the small hill at the south-western corner of the site is to be retained.

Turning to overall form and design, I consider the proposal to have an acceptable visual impact within the site and its surroundings. The land engineering/excavation works and setback position of the buildings from the neighbouring residential properties and Southfield Avenue is welcomed in causing no overbearing effect or dominance in the streetscape or when viewed from higher level flatted residential properties behind the site. Detailed specification of the proposed boundary treatments and landscaping would require further specification.

In light of the above consultations, it can be further concluded that the proposal meets the "Easy to Move Around", "Safe and Pleasant" of Policy 1 of both Plans; Policy 13 of NPF4, having regard to adverse impacts that may be created by noise; smell; vibration or air quality; avoiding creating spaces that are unsafe; and minimising the impact of traffic and parking on the street scene.

In conclusion, Section 25 of The Town and Country Planning (Scotland) Act 1997 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The proposal fails in respect of Policy 28 of NPF4 and Policies 22 of the adopted Plan and Policy 23 of the proposed Plan. Having fully assessed the proposal, it is not considered that there are any material planning considerations that indicate that a position contrary to this should be taken. Planning permission should be refused for the reason as set out below.

RECOMMENDATION

That the application be refused for the following reason:

1. The proposal in respect of location and scale does not accord with the sequential approach which directs retail development to town and local centres. It therefore fails to accord with Policy 28 of NPF4, Policy 22 of the adopted Inverclyde Local Development Plan and Policy 23 of the proposed Inverclyde Local Development Plan.

Signed:

[redacted]

[redacted]

Carrie Main
Case Officer

Stuart W Jamieson p.p. 26/02/2025
Service Director
Environment and Regeneration

4. INVERCLYDE LOCAL DEVELOPMENT PLAN 2019 POLICY EXTRACT

3.0 CREATING SUCCESSFUL PLACES

Introduction

3.1 Inverclyde has many fantastic and unique places. Examples include the Free French Memorial and Lyle Hill, which offer panoramic views over the Firth of Clyde; Quarriers Village, built in the 19th century as an orphans' village and filled with individually designed homes of that period; the A-listed Edwardian Wemyss Bay railway station; and the grid-pattern Greenock West End conservation area, which is contained to the north by the popular Greenock Esplanade. These, and other places, have stood the test of time and remain places where people want to live and visit.

3.2 The Council is keen to have more successful places in Inverclyde, and all new development will be expected to contribute to creating successful places. This is particularly important in relation to the Plan's Priority Projects and Priority Places, which reflect major Council investments and the larger scale regeneration opportunities in Inverclyde.

Creating Successful Places

3.3 The Council is keen that all development contributes to making Inverclyde a better place to live, work, study, visit and invest. To differing degrees, all scales and types of development have the potential to make an impact on the surrounding environment and community. It is important to the Council that this impact is a positive one. To this end, the Council will have regard to the six qualities of a successful place when considering all development proposals.

Distinctive	**Adaptable**
Resource Efficient	**Easy to Move Around**
Safe and Pleasant	**Welcoming**

3.4 **Figure 3** illustrates the factors that contribute to the six qualities of a successful place. Not all will be relevant to every development proposal and planning application, but where they are, the Council will expect development proposals to have taken account of them, and it will have regard to them in the assessment of planning applications.

Quarriers Village

POLICY 1 – CREATING SUCCESSFUL PLACES

Inverclyde Council requires all development to have regard to the six qualities of successful places. In preparing development proposals, consideration must be given to the factors set out in Figure 3. Where relevant, applications will also be assessed against the Planning Application Advice Notes Supplementary Guidance.

Wemyss Bay Railway Station

FIGURE 3: Factors Contributing to Successful Places

4.6 Wind turbines are a means of generating electricity from a renewable resource. The Council's Supplementary Guidance on Energy will set out a spatial framework and other criteria to guide and assess proposals for wind turbines and wind farms, as well as guidance for other renewable energy technologies.

POLICY 4 – SUPPLYING ENERGY

Proposals for infrastructure for the generation, storage or distribution of heat and electricity will be supported in principle where they contribute to a reduction in greenhouse gas production. Proposals will be assessed with regard to impact on:

a) the green network (including landscape), and historic buildings and places;

b) the amenity and operations of existing and adjacent uses;

c) tourism and recreational resources;

d) air quality;

e) aviation and defence interests;

f) telecommunication and broadcasting interests; and

g) traffic and pedestrian safety

Relevant proposals are required to accord with the Council's Supplementary Guidance on Energy.

Heat Networks

4.7 Heat networks offer the opportunity for a more efficient and sustainable means of generating and delivering heat by removing the generation of heat from within individual properties to a communal facility. Heat networks, which are also referred to as district heating, are part of the step-change required towards a more sustainable future and less reliance on gas, and other carbon fuels, as a heat source.

POLICY 5 – HEAT NETWORKS

Major Development applications will be required to include an energy statement which considers the feasibility of meeting the development's heat demand through a district heating network or other low-carbon alternatives. All proposed developments located adjacent to significant heat sources or proposed/existing heat networks should be designed in such a way as to be capable of connecting to a heat network from that source and any land required for heat network infrastructure should be protected.

Low and Zero Carbon Generating Technology

4.8 The Plan is obliged by the Climate Change (Scotland) Act 2009 to include a policy requiring all new buildings to avoid greenhouse gas emissions through the installation of low and zero carbon generating technologies.

POLICY 6 – LOW AND ZERO CARBON GENERATING TECHNOLOGY

Support will be given to all new buildings designed to ensure that at least 15% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero-carbon generating technologies. This percentage will increase to at least 20% by the end of 2022. Other solutions will be considered where:

(a) it can be demonstrated that there are significant technical constraints to using on-site low and zero-carbon generating technologies; and

(b) there is likely to be an adverse impact on the historic enivronment.

This requirement will not apply to those exceptions set out in Standard 6.1 of the 2017 Domestic and Non-Domestic Technical Handbooks associated with the Building (Scotland) Regulations 2004, or to equivalent exceptions set out in later versions of the handbook.

POLICY 8 – MANAGING FLOOD RISK

Development proposals will be assessed against the Flood Risk Framework set out in Scottish Planning Policy. Proposals must demonstrate that they will not:

a) be at significant risk of flooding (i.e. within the 1 in 200 year design envelope);

b) increase the level of flood risk elsewhere; and

c) reduce the water conveyance and storage capacity of a functional flood plain.

The Council will support, in principle, the flood protection schemes set out in the Clyde and Loch Lomond Local Flood Risk Management Plan 2016, subject to assessment of the impacts on the amenity and operations of existing and adjacent uses, the green network, historic buildings and places, and the transport network.

Surface and Waste Water Drainage

4.16 Surface water is a significant cause of flooding in Inverclyde, and can also impact on water quality by carrying pollutants into local burns and rivers. To address these issues, many new developments now require to include Sustainable Drainage Systems (SuDS). These systems can also provide an opportunity for enhancing local biodiversity by creating ponds and wetlands, which slow water flow and filter out pollutants. It is also important that waste water (effluent) from new development is appropriately drained and treated in order to protect public health, amenity and environmental resources. In the majority of cases new development will be required to connect to the public sewer.

4.17 The Council's 'Flood Risk Assessment and Drainage Impact Assessment – Planning Guidance for Developers', sets out when Drainage Impact Assessments will be required and the issues they require to cover.

POLICY 9 – SURFACE AND WASTE WATER DRAINAGE

New build development proposals which require surface water to be drained should demonstrate that this will be achieved during construction and once completed through a Sustainable Drainage System (SuDS), unless the proposal is for a single dwelling or the discharge is directly to coastal waters.

The provision of SuDS should be compliant with the principles set out in the SuDS Manual C753 and Sewers for Scotland 3rd edition, or any successor documents.

Where waste water drainage is required, it must be demonstrated that the development can connect to the existing public sewerage system. Where a public connection is not feasible at present, a temporary waste water drainage system can be supported if:

i) a public connection will be available in future, either through committed sewerage infrastructure or pro-rata developer contributions; and

ii) the design of, and maintenance arrangements for, the temporary system meet the requirements of SEPA, Scottish Water and Inverclyde Council, as appropriate.

Private sustainable sewerage systems within the countryside can be supported if it is demonstrated that they pose no amenity, health or environmental risks, either individually or cumulatively.

Developments including SuDS are required to have an acceptable maintenance plan in place.

5.0 CONNECTING PEOPLE AND PLACES

Introduction

5.1 Inverclyde has excellent transport connections; the A8 and A78 trunk roads run through the area and it has 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 NCN753, which provide active travel connections to Renfrewshire, Glasgow and Ayrshire.

5.2 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.

5.3 Planning can improve connectivity and promote sustainable travel by locating new development near active travel and public transport networks, thereby giving people the choice of walking, cycling or using public transport. 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, including the provision of charging points for electric vehicles, will also help reduce carbon emissions.

5.4 Good digital connectivity allows businesses to reach their markets, and people to keep in touch and work flexibly, wherever they are.

Promoting Sustainable and Active Travel

5.5 The Council aims to ensure that new housing, business and industry, retail, and other commercial and community development is easily accessible, in line with the sustainable travel hierarchy: walking, cycling, public transport and cars. It will seek to achieve this by requiring all such development, proportionate to their scale and proposed use, to make the site accessible by walking and cycling, both internally and, where practicable, through links to the external path and footway network. For larger developments, where sufficient passenger numbers might be generated, the road network will be required to be accessible by public transport, although it is recognised that the provision of services will be a commercial decision for operators. The installation of electric vehicle charging points will be encouraged in new build development, and required in larger developments.

5.6 At the Main Issues Report stage, suggestions of improvements to transport infrastructure were received including the need for additional car parking in Kilmacolm village centre, the identification of gaps in the cycle/path network, and the need for an alternative route through Inverclyde for when there is reduced capacity on the A8 trunk road. Future developments of the transport network are to be investigated and included if required in the Local Transport Strategy and Active Travel Strategy. These strategies will identify improvements to the transport network in order to make it more efficient and promote sustainable travel. Included projects will be supported in principle, subject to consideration and mitigation of the impact of the schemes on the development opportunities and places protected by this Plan.

POLICY 10 – PROMOTING SUSTAINABLE AND ACTIVE TRAVEL

Development proposals, proportionate to their scale and proposed use, are required to:

a) provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, include links to the wider walking and cycling network; and

b) include electric vehicle charging infrastructure, having regard to the Energy Supplementary Guidance.

Proposals for development, which the Council considers will generate significant travel demand, are required to be accompanied by a travel plan demonstrating how travel to and from the site by means other than private car will be achieved and encouraged. Such development should also demonstrate that it can be accessed by public transport.

The Council will support the implementation of transport and active travel schemes as set out in Council-approved strategies, subject to adequate mitigation of the impact of the scheme on: development opportunities; the amenity and operations of existing and adjacent uses; the green network; and historic buildings and places.

Managing the Impact of Development on the Transport Network

5.7 Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network. In order to identify any potential capacity issues on the strategic road network (i.e. A8 & A78), the Council consulted Transport Scotland on the development opportunities identified in the Plan. The Council subsequently completed a high level impact appraisal of several large scale development proposals along the A78 in consultation with Transport Scotland, which concluded there will not be a significant cumulative impact on the trunk road network as a result of the Plan's proposals. Mitigation measures may still be required, including for the rail network, as a result of individual developments coming forward and these can be determined through the Transport Assessment process.

5.8 To ensure that the road network continues to operate efficiently, the Council has standards in place for road development and parking, which new development is expected to comply with. This may require additional improvements to the transport network outwith the actual development site. Where this is the case, developers will be required to meet these costs.

POLICY 11 – MANAGING IMPACT OF DEVELOPMENT ON THE TRANSPORT NETWORK

Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network. Development should comply with the Council's roads development guidelines and parking standards. Developers are required to provide or contribute to improvements to the transport network that are necessary as a result of the proposed development.

Air Quality

5.9 As at 2018, Inverclyde does not have any Air Quality Management Areas or an air pollution reduction strategy. It does have busy transport corridors that can occasionally be congested where air quality is monitored. Some developments can directly affect air quality or change travel patterns in such a way that air quality is affected. In these instances the Council will expect an Air Quality Assessment to be undertaken and mitigation measures to be implemented.

POLICY 12 – AIR QUALITY

Development that could have a detrimental impact on air quality, or would introduce a sensitive receptor to an area with poor air quality, will be required to be accompanied by an Air Quality Assessment, which identifies the likely impacts and sets out how these will be mitigated to an acceptable level.

Communications Infrastructure

5.10 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 and contributes towards it being an attractive place to live and invest.

POLICY 13 – COMMUNICATIONS INFRASTRUCTURE

The Council will support new digital communication infrastructure where it is sited to avoid adverse impact on: the streetscape; the amenity and operations of existing and adjacent uses; our natural and open spaces; and historic buildings and places.

Western Ferry, Gourock

Soils

6.12 Inverclyde has a rich variety of soil types, ranging from prime/good quality agricultural land around Quarriers Village and Inverkip to carbon rich peatland on Duchal Moor. Soil is recognised as an important natural resource, with agricultural land important for food production and the rural economy. It also supports and influences a range of habitats, stores carbon, and helps prevent and reduce flooding by storing water.

POLICY 15 – SOILS

Development on prime agricultural land or affecting carbon rich soils will only be supported if:

a) it is on land allocated for development in this Local Development Plan or meets a need identified in the Strategic Development Plan;

b) there is a specific locational need for the development;

c) it is for small scale development directly linked to a rural business; or

d) it is for renewable energy generation or mineral extraction, and the proposals include provision for the site to be returned to its former status.

For carbon rich soils, it will also need to be demonstrated that adverse impacts on the soil resource during the construction and operational phases of a development will be minimised and the development will not result in a net increase in CO2 emissions over its lifetime.

Contaminated Land

6.13 Inverclyde has a proud tradition of industrial activity, stretching from its heavy industrial past of shipbuilding to the more recent manufacturing of electronic equipment and components. Many of these industries developed at a time when environmental standards were not as stringent as they are now, and this has resulted in a number of sites across Inverclyde that are potentially contaminated. When a new use is proposed for a site it is essential that any contamination is treated to ensure that the new use can operate safely. Guidance on site investigations and remediation measures is contained in the Scottish Government's Planning Advice Note 33 'Development of Contaminated Land'.

POLICY 16 – CONTAMINATED LAND

Development proposed on land that the Council considers to be potentially contaminated will only be supported where a survey has identified the nature and extent of any contamination present on site and set out a programme of remediation or mitigation measures that ensure that the site can be made suitable for the proposed use.

8.0 OUR TOWN AND LOCAL CENTRES

Introduction

8.1 Inverclyde is well served by a network of town and local centres offering a range of shops and services in easily accessible locations. These centres also serve important civic, cultural, commercial and leisure functions, and are important employment locations.

8.2 Greenock is the largest town centre drawing visitors from across the authority area and beyond. It is identified as a Strategic Centre in the Clydeplan Strategic Development Plan. It offers Inverclyde's largest concentration and selection 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. In this and previous Plans, Greenock is recognised as having a Central Area, which is the main focus for shopping activity, and an Outer Area, which is more service orientated.

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

8.4 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 from environmental improvements along the waterfront and at the pierhead.

8.5 Local centres range from the traditional village centre of Kilmacolm, which has an attractive mix of independent traders, to the modern purpose-built local centre in Inverkip. All local centres have an important role in providing convenient services and a community focus.

Network of Centres Strategy

8.6 Together, our town and local centres form a network with each centre serving a specific purpose and community. The Plan seeks to manage development within and outwith these centres so that they continue to complement each other for the benefit of the whole area, whilst offering healthy competition for the benefit of customers. It does this by directing appropriate uses to the network of centres in preference to other locations and by controlling development that would have an unacceptable impact on centres within the network. This is consistent with the 'sequential approach' set out in paragraph 68 of Scottish Planning Policy. The Plan recognises and seeks to safeguard Greenock as the main town centre within Inverclyde. Residential development is encouraged within the network of centres as it contributes to footfall, activity and security.

POLICY 22 – NETWORK OF CENTRES STRATEGY

The preferred locations for the uses set out in Schedule 6 are within the network of town and local centres identified in Schedule 7. Proposals which accord with the role and function of the network of centres as set out in Schedule 7 and the opportunities identified in Schedule 8 will be supported. Proposals for Schedule 6 uses outwith the network of centres or not conforming with the role and function of a particular centre will only be supported if it can be demonstrated that:

a) there is not a suitable sequentially preferable opportunity;

b) there will not be an unacceptable impact on the vibrancy, vitality or viability of other centres within the network of centres; and

c) there are clear community or economic benefits that can be best achieved at the proposed location.

Proposals for Business (Class 4), residential and hotel uses will also be supported in town and local centres.

Business and Industrial Development Opportunities

9.5 There is a need to attract private sector businesses and investment into Inverclyde, as well as supporting existing businesses to grow and new small and medium-sized businesses to set up. This is key to Inverclyde's future prosperity as it will widen the business base, create new job opportunities, help retain the existing population, attract new people to the area, and support and enhance local services.

9.6 The Plan identifies a generous and varied supply of development land; including large scale sites such as Spango Valley and Inchgreen, medium sized sites at Main Street, and smaller sites such as Baker Street (all Greenock). This supply is intended to meet the aspirations of different sectors and business sizes.

POLICY 26 – BUSINESS AND INDUSTRIAL DEVELOPMENT OPPORTUNITIES

Business, industrial, and storage or distribution uses (Class 4, 5 and 6) on the sites listed in Schedule 9 and shown on the Proposals Map, will be supported.

Riverside Business Park, Greenock

Tourism Development

9.7 Inverclyde's waterfront location, programme of events and rich cultural and natural heritage make it an appealing place to visit. Attractions and facilities include the James Watt Dock and Kip marinas, Clyde Muirsheil Regional Park, Newark Castle, Gourock Waterfront, and the charming rural villages of Kilmacolm and Quarrier's Village. Many visitors also stop as they pass through Inverclyde on their way to and from ferries to Argyll. In recent years, the cruise liner business at Greenock Ocean Terminal has grown significantly, bringing more tourists and ship crew into the area. With City Deal funding for a dedicated cruise liner berth and visitor centre in place, further growth of this sector is expected.

9.8 The Plan supports tourism by safeguarding existing tourist related facilities and adopting a positive approach to the development of new facilities.

POLICY 27 – TOURISM DEVELOPMENT

Proposals for change of use of tourism related facilities will only be supported where it can be demonstrated that they are no longer viable as a business in their current use.

Development of tourism related facilities will be supported in appropriate locations where:

a) it avoids adverse impact on the amenity and operation of existing and adjacent uses;

b) major trip-generating proposals can be accessed by sustainable means; and

c) it is appropriately designed for its location and avoids significant adverse impact on the green network and historic buildings and places.

Minerals Extraction

9.9 Inverclyde does not currently have any live mineral workings and the Council is unaware of any workable mineral resource being present within its area. Mineral workings, whilst important for the economy, can have an impact on local communities, the environment and built and natural heritage. The Council's position is that any proposals for mineral extraction should be brought forward through the Local Development Plan process. As such, no proposals for mineral workings will be supported during the lifetime of this Plan. Should any proposals come forward during the Plan period, they will be assessed in accordance with the other policies of the Plan and Scottish Planning Policy.

5. INVERCLYDE LOCAL DEVELOPMENT PLAN 2019 MAP EXTRACT

KEY

SUSTAINABLE DEVELOPMENT STRATEGY

Priority Place	POLICY 3

CONNECTING PEOPLE AND PLACES

Trunk Road	POLICY 11
Railway	POLICY 11

SPATIAL DEVELOPMENT STRATEGY

Green Belt	POLICIES 14 & 19
Countryside	POLICIES 14 & 19

OUR TOWN AND LOCAL CENTRES

Town Centre / Local Centre	POLICY 22
Network of Centres Opportunity	POLICY 22

OUR JOBS AND BUSINESSES

Business & Industrial Area	POLICY 25
Business & Industrial Development Opportunity	POLICY 26

OUR HISTORIC BUILDINGS AND PLACES

Conservation Area	POLICY 28
Scheduled Monument	POLICY 31
Gardens & Designed Landscapes	POLICY 32

OUR NATURAL AND OPEN SPACES

Special Protection Area / Ramsar Site	POLICY 33
Site of Special Scientific Interest	POLICY 33
Local Nature Conservation Site	POLICY 33
Tree Preservation Order	POLICY 34
Open Space	POLICY 35
Clyde Muirshiel Regional Park	POLICY 37
Core Path	POLICY 38
River Clyde / Firth of Clyde	

Inverclyde council

SCALE 1:10,000

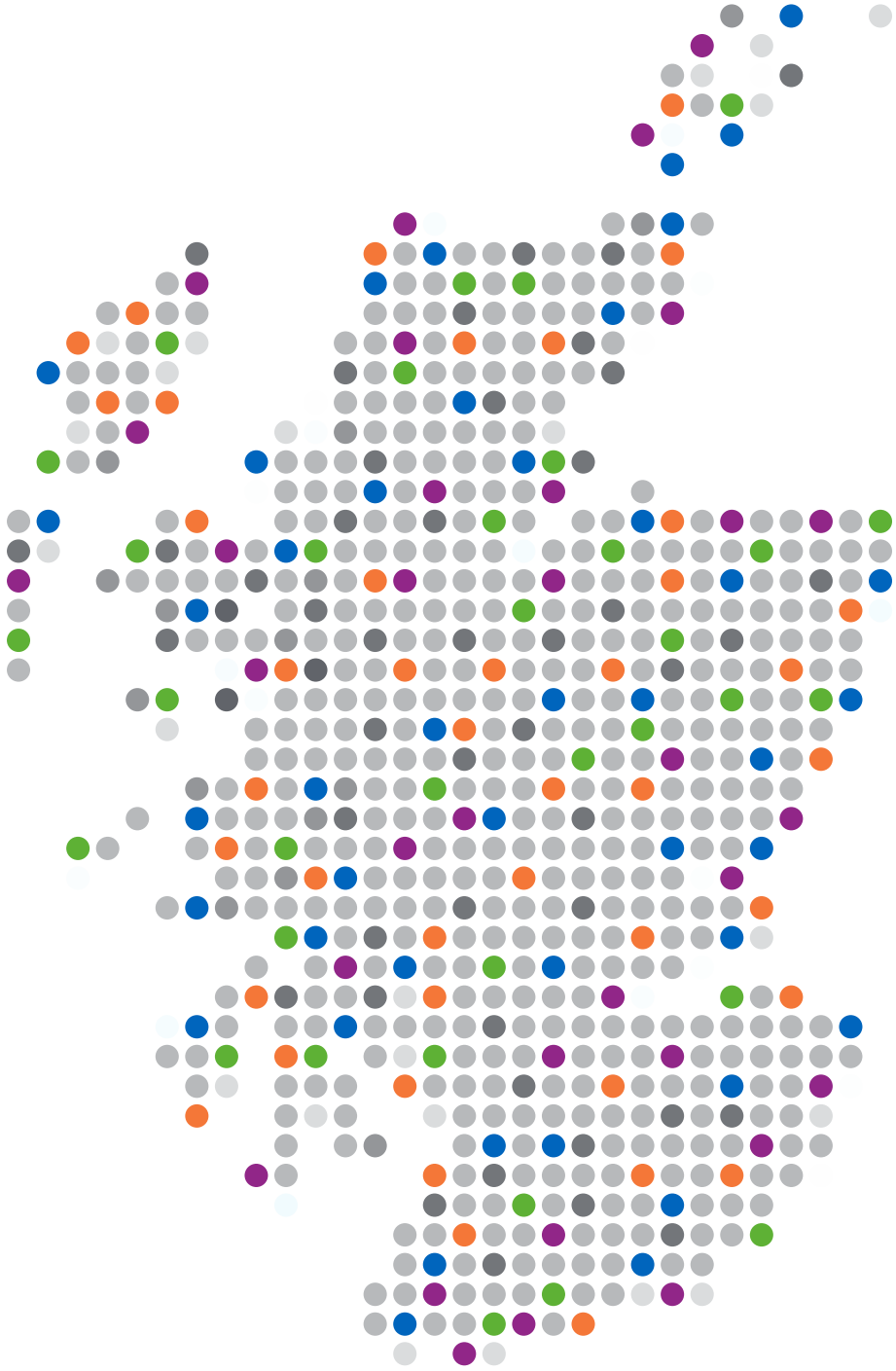
PORT GLASGOW

GOUROCK & SW GREENOCK

LOCAL DEVELOPMENT PLAN 2019

6. NATIONAL PLANNING FRAMEWORK 4

National Planning Framework 4



Scottish Government
Riaghaltas na h-Alba

Contents

Ministerial Foreword

Tom Arthur MSP
Minister for Public Finance,
Planning and Community Wealth

I am delighted to publish Scotland's fourth National Planning Framework. I am proud that, for the first time, we have brought together our long-term spatial strategy with a comprehensive set of national planning policies to form part of the statutory development plan.

The world is changing, and so are Scotland's places. This strategy sets out how we will work together in the coming years to improve people's lives by making sustainable, liveable and productive places. This will play a key role in delivering on the United Nations Sustainable Development Goals, as well as our national outcomes.

Planning carries great responsibility – decisions about development will impact on generations to come. Putting the twin global climate and nature crises at the heart of our vision for a future Scotland will ensure the decisions we make today will be in the long-term interest of our country.

As we recover from the pandemic we are working towards achieving net zero in a way which also tackles longstanding challenges and inequalities. We live in challenging times, but better places will be an important part of our response to our strategic priorities of net zero, child poverty and a wellbeing economy. Planning will also play a critical role in delivering the National Strategy for Economic Transformation and in community wealth building.

Planning is already a fully devolved function of the Scottish Government. Our global reputation for excellence and expertise in this field demonstrates what can be achieved when the choices are in our own hands. We can build on this. By securing a new future for Scotland as an independent country, additional powers will be available to support public and private sector investment in development and infrastructure across our country.

Changes to our places will not always be easy. People care about their neighbourhoods and rightly and reasonably expect that new development should improve their lives, rather than undermining what they value most. To help deliver on this strategy I am committed to involving a wider range of people in planning. A fairer and more inclusive planning system will ensure that everyone has an opportunity to shape their future so that our places work for all of us. I also recognise that planning authorities across Scotland will need support and guidance to put our proposals and policies into practice, and will continue to work with the profession and local government to ensure our system can realise its full potential.

The process for preparing this strategy has shown what can be achieved when we work together. I greatly appreciate the ideas that people and organisations have contributed. I am also very grateful to the Scottish Parliament for the time and energy they have put into their scrutiny of the draft document. National Planning Framework 4 has benefited considerably from their thoughtful and constructive input.

Part 1 – A National Spatial Strategy for Scotland 2045

The world is facing unprecedented challenges. The global climate emergency means that we need to reduce greenhouse gas emissions and adapt to the future impacts of climate change. We will need to respond to a growing nature crisis, and to work together to enable development that addresses the social and economic legacy of the coronavirus pandemic, the cost crisis and longstanding inequality.

Scotland's rich heritage, culture and outstanding environment are national assets which support our economy, identity, health and wellbeing. Many communities benefit from great places with excellent quality of life and quality, affordable homes. Many people can easily access high quality local greenspaces and neighbourhood facilities, safe and welcoming streets and spaces and buildings that reflect diverse cultures and aspirations. Increasingly, communities have been finding new ways to live sustainably, including by taking control of their property or land.

However, people living in Scotland have very different life chances, at least partly a result of the places where they live.

Past industrial restructuring has had significant impacts in some places and communities. Disadvantage, child poverty and poor health outcomes are concentrated in parts of Scotland where life expectancy is significantly lower than in more advantaged areas. Access to the natural environment varies, and pollution and derelict land is concentrated in some places. Population change will bring further challenges in the future, particularly in rural parts of Scotland. Many people have limited access to opportunities because of the way our places have been designed in the past, and our city and town centres have experienced accelerating change in recent years.

We have already taken significant steps towards decarbonising energy and land use, but choices need to be made about how we can make sustainable use of our natural assets in a way which benefits communities.

Planning is a powerful tool for delivering change on the ground in a way which brings together competing interests so that decisions reflect the long-term public interest. Past, present and future challenges mean that we will need to make the right choices about where development should be located. We also need to be clear about the types of infrastructure we will need to build, and the assets that should be protected to ensure they continue to benefit future generations.

Spatial principles

We will plan our future places in line with six overarching spatial principles:

- **Just transition.** We will empower people to shape their places and ensure the transition to net zero is fair and inclusive.
- **Conserving and recycling assets.** We will make productive use of existing buildings, places, infrastructure and services, locking in carbon, minimising waste, and building a circular economy.
- **Local living.** We will support local liveability and improve community health and wellbeing by ensuring people can easily access services, greenspace, learning, work and leisure locally.
- **Compact urban growth.** We will limit urban expansion so we can optimise the use of land to provide services and resources, including carbon storage, flood risk management, blue and green infrastructure and biodiversity.
- **Rebalanced development.** We will target development to create opportunities for communities and investment in areas of past decline, and manage development sustainably in areas of high demand.
- **Rural revitalisation.** We will encourage sustainable development in rural areas, recognising the need to grow and support urban and rural communities together.

These principles will play a key role in delivering on the United Nations (UN) Sustainable Development Goals (SDGs) and our national outcomes.

Applying these principles in practice

We want our future places to work for everyone. Rather than compromise or trade-offs between environmental, social and economic objectives, this is an integrated strategy to bring together cross-cutting priorities and achieve sustainable development.

By applying these spatial principles, our national spatial strategy will support the planning and delivery of:

- **sustainable places**, where we reduce emissions, restore and better connect biodiversity;
- **liveable places**, where we can all live better, healthier lives; and
- **productive places**, where we have a greener, fairer and more inclusive wellbeing economy.

Eighteen **national developments** support this strategy, including single large scale projects and networks of several smaller scale proposals that are collectively nationally significant. National developments will be a focus for delivery, as well as exemplars of the Place Principle, placemaking and a Community Wealth Building (CWB) approach to economic development. Regional spatial strategies and Local Development Plans (LDPs) should identify and support national developments which are relevant to their areas.

The strategy will be taken forward in different ways across Scotland, reflecting the diverse character, assets and challenges of our places. To guide this, we have identified **regional spatial priorities** for five broad regions of Scotland which will inform the preparation of regional spatial strategies (RSS) and LDPs by planning authorities.

Table 1 – National Planning Framework 4 Summary

	Spatial principles	National Developments	Policies	Key policy links	Cross cutting policies
Sustainable places *SDGs*: 7, 11, 12, 13 *National outcomes:* Environment, communities, economy	• Just transition • Conserving and recycling assets	• Energy Innovation Development on the islands. • Pumped Hydro Storage • Strategic Renewable Electricity Generation and Transmission Infrastructure • Circular Economy Materials Management Facilities • Urban Sustainable, Blue and Green Surface Water Management Solutions • Urban Mass/Rapid Transit Networks	• Tackling the climate and nature crises • Climate mitigation and adaptation • Biodiversity • Natural places • Soils • Forestry, woodland and trees • Historic assets and places • Green belts • Brownfield land, vacant and derelict land and empty buildings • Coastal development • Energy • Zero waste • Sustainable transport	• Land Use – getting the best from our land: strategy 2021 – 2026 • Making things last: a circular economy strategy for Scotland • Scotland's Energy Strategy • Scotland's Environment Strategy • Scotland's Forestry Strategy • Scottish Biodiversity Strategy	• Climate Change Plan • Climate Change Adaptation Programme • Just Transition Plans • National Transport Strategy • Infrastructure Investment Plan • Strategic Transport Projects Review 2 • National Islands Plan • National Marine Plan • Tackling Child Poverty Delivery Plan
Liveable places *SDGs: 3, 4, 5, 6, 10, 11* *National outcomes:* Communities, culture, human rights, children and young people, health	• Liveable places • Compact urban growth	• Central Scotland Green Network • National Walking, Cycling and Wheeling Network • Edinburgh Waterfront • Dundee Waterfront • Stranraer Gateway • A Digital Fibre Network	• Design, quality and place • Local living and 20 minute neighbourhoods • Quality homes • Rural homes • Infrastructure first • Heat and cooling • Blue and green infrastructure • Play, recreation and sport • Flood risk and water management • Health and Safety • Digital infrastructure	• A Connected Scotland • A Healthier Future: Scotland's diet and healthy weight delivery plan • Cleaner Air for Scotland 2 • Creating Places • Culture Strategy • Heat in Buildings Strategy • Housing to 2040 • Learning Estate Strategy/Learning Estate Investment Programme • Public Health Priorities for Scotland • Remote, Rural and Islands Housing Action Plan (pub. Spring 2023) • Scotland's Population Strategy	
Productive places *SDGs: 1, 2, 8, 9, 11, 14* *National outcomes:* Fair work and business, economy, poverty, communities	• Rebalancing development • Rural revitalisation	• Clyde Mission • Aberdeen Harbour • Industrial Green Transition Zones • Hunterston Strategic Asset • Chapelcross Power Station Redevelopment • High Speed Rail	• Community wealth building • Business and industry • City, town, local and commercial centres • Retail • Rural development • Tourism • Culture and creativity • Aquaculture • Minerals	• National Strategy for Economic Transformation • Retail Strategy for Scotland • Report of the City Centre Recovery Taskforce • Scottish land rights and responsibilities statement • Town Centre Action Plan 2	

Sustainable places

Our climate is changing, with increasing rainfall, extreme weather events and higher temperatures that will intensify in the coming years. This will increase flood risk, water scarcity, environmental change, coastal erosion, impact on forestry and agriculture, and generate risks to health, food security and safety. Impacts will not be equal and communities who already face disadvantage will be particularly affected.

Scotland's high quality environment, and the natural capital it supports, underpin our approach to tackling climate change and the economy and is fundamental to our health and wellbeing. It provides the essentials we all need to survive, including clean air, water and food.

However, the health of the planet's ecosystems is declining faster than at any point in human history and our natural environment is facing significant challenges, including ongoing loss of biodiversity. Since the 1990s alone, wildlife populations in Scotland have declined, on average, by around a quarter. This threatens the capacity of the natural environment to provide the services we all rely on, and reduces our resilience to the impacts of climate change.

Scotland's Climate Change Plan, backed by legislation, has set our approach to achieving net zero emissions by 2045, and we must make significant progress towards this by 2030 including by reducing car kilometres travelled by 20% by reducing the need to travel and promoting more sustainable transport.

Just Transition sector plans, designed and delivered with those impacted, will play an important role in delivering the change we need to see. We must also adapt to the impacts of climate change that are already locked in, by delivering Scotland's Climate Change Adaptation Programme.

Scotland's Climate Assembly set out recommendations for how Scotland should change to tackle the climate emergency and gives us a key insight into the measures the Scottish Public expect for a just transition to net zero emissions by 2045.

Scotland's Energy Strategy will set a new agenda for the energy sector in anticipation of continuing innovation and investment. The interplay between land and sea will be critical, given the scale of offshore renewable energy resources. Our Infrastructure Investment Plan and National Transport Strategy are clear that we must work with our existing infrastructure assets first, before investing in additional assets.

Scotland's Environment Strategy sets out the Scottish Government's vision for tackling the twin climate and nature crises. Building on this, a new Scottish Biodiversity Strategy will set targets for halting biodiversity loss by 2030 and restoring and regenerating biodiversity by 2045. Scotland's Land Use Strategy aims to make efficient use of our land by managing competing activities in a sustainable way.

National spatial strategy

Scotland's future places will be net zero, nature-positive places that are designed to reduce emissions and adapt to the impacts of climate change, whilst protecting, recovering and restoring our environment.

Meeting our climate ambition will require a rapid transformation across all sectors of our economy and society. This means ensuring the right development happens in the right place.

Every decision on our future development must contribute to making Scotland a more sustainable place. We will encourage low and zero carbon design and energy efficiency, development that is accessible by sustainable travel, and expansion of renewable energy generation. It is also crucial that we build resilience to the future impacts of climate change including water resources and assets and development on our coasts. Our places will also need to evolve to help us cope with changing temperatures.

Our commitment to a **just transition**, means that our journey to a net zero society and nature recovery must involve, and be fair to, everyone. We will grow a circular economy and make best use of embodied carbon by **conserving and recycling assets,** including by encouraging sustainable design and the wise use of resources.

To respond to the global biodiversity crisis, nature recovery must be at the heart of future places. We will secure positive effects for biodiversity, create and strengthen nature networks and invest in nature-based solutions to benefit natural capital and contribute to net zero. We will use our land wisely including through a renewed focus on reusing vacant and derelict land to help limit the new land that we build on. We will protect and enhance our historic environment, and safeguard our shared heritage for future generations. We will also work together to ensure that development onshore aligns with national, sectoral and regional marine plans.

National developments

Six national developments support the delivery of sustainable places:

- **Energy Innovation Development on the Islands** provides infrastructure for low carbon fuels for communities and commerce, as well as for export. This will contribute to improved energy security, unlock opportunities for employment and business, and help to put Scotland at the forefront of low carbon fuel innovation.
- **Pumped Hydro Storage** extends hydro-electricity capacity to support the transition away from fossil fuels, whilst also providing employment opportunities in rural areas.
- **Strategic Renewable Electricity Generation and Transmission Infrastructure** supports electricity generation and associated grid infrastructure throughout Scotland, providing employment and opportunities for community benefit, helping to reduce emissions and improve security of supply.
- **Circular Economy Materials Management Facilities** facilitates delivery of zero waste objectives by reducing the need for new materials, resource use and emissions.
- **Urban Sustainable, Blue and Green Surface Water Management Solutions** is an exemplar of a nature based, infrastructure first approach to catchment wide surface water flood risk management to help our two largest cities adapt to the future impacts of climate change.
- **Urban Mass/Rapid Transit Networks** facilitates a shift towards sustainable transport in Glasgow, Edinburgh, and Aberdeen and their wider regions, helping to reduce transport related emissions and supporting accessibility for all.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

REDUCING GREENHOUSE GAS EMISSIONS

Our strategy and policies support development that helps to meet greenhouse gas emissions targets.

The global climate emergency and the nature crisis have formed the foundations for the spatial strategy as a whole. The regional priorities share opportunities and challenges for reducing emissions and adapting to the long-term impacts of climate change, in a way which protects and enhances our natural environment.

Policy 1 gives significant weight to the global climate emergency in order to ensure that it is recognised as a priority in all plans and decisions. **Policy 2** will ensure that emissions from new development are minimised as far as possible.

A healthy natural environment is key to reducing emissions. **Policies 3** and **4** protect biodiversity and natural assets, which in turn play a crucial role in carbon reduction. **Policy 5** provides significant protection for peatland and carbon rich soils and **Policy 6** aims to protect and expand forests, woodland and trees. Blue and green infrastructure is supported by **Policy 20**. **Policy 10** encourages the use of natural solutions to coastal protection. **Policy 7** protects the embodied carbon in the historic built environment, and **Policy 9** makes better use of previously used land and buildings, helping to lock in carbon.

By supporting the transition of key emissions generating activities, **Policy 11** supports renewable energy development, **Policy 19** helps to decarbonise heat, alongside **Policy 18** and its encouragement of an infrastructure first approach. **Policy 12** encourages sustainable waste management, and **Policy 13** will facilitate a transition towards more sustainable, lower emissions travel including active travel and public transport.

Several policies support more local living and limit the use of additional land for development. This includes **Policy 8** which manages development in the greenbelt, **Policy 15** which promotes local living, including where feasible 20 minute neighbourhoods, and **Policy 16** which focuses on delivering new homes that are designed to a high standard and located in sustainable places. Minimising and reducing emissions is also integral to the six qualities of successful places, as set out in **Policy 14**. **Policies 17** and **29** support rural development which is compatible with climate change targets. **Policy 24** facilitates the roll out of digital infrastructure, helping to reduce the need to travel. **Policy 27** promotes a town centre first approach to development and **Policy 28** restricts additional out of town retail development.

Policies relating to productive places are consistent with our ambition for green growth in the futures. More specifically, **Policy 33** is clear that fossil fuel exploration, development and production (excluding unconventional oil and gas) will not be supported other than in exceptional circumstances, and that the Scottish Government does not support the development of unconventional oil and gas in Scotland.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

IMPROVING BIODIVERSITY

Our strategy and policies support development that helps to secure positive effects for biodiversity.

The nature crisis, together with the global climate emergency, underpinned the spatial strategy as a whole. The action areas include proposals which protect and enhance the natural environment.

Policy 1 gives significant weight to the nature crisis to ensure that it is recognised as a priority in all plans and decisions. **Policy 4** protects and enhances natural heritage, and this is further supported by **Policy 5** on soils and **Policy 6** on forests, woodland and trees. **Policy 20** also promotes the expansion and connectivity of blue and green infrastructure, whilst **Policy 10** recognises the particular sensitivities of coastal areas.

Protection of the natural features of brownfield land is also highlighted in **Policy 9,** and protection of the green belt in **Policy 8** will ensure that biodiversity in these locations is conserved and accessible to communities, bringing nature into the design and layout of our cities, towns, streets and spaces in **Policy 14**.

Most significantly, **Policy 3** plays a critical role in ensuring that development will secure positive effects for biodiversity. It rebalances the planning system in favour of conserving, restoring and enhancing biodiversity and promotes investment in nature-based solutions, benefiting people and nature. The policy ensures that LDPs protect, conserve, restore and enhance biodiversity and promote nature recovery and nature restoration. Proposals will be required to contribute to the enhancement of biodiversity, including by restoring degraded habitats and building and strengthening nature networks. Adverse impacts, including cumulative impacts, of development proposals on the natural environment will be minimised through careful planning and design, taking into account the need to reverse biodiversity loss. Development proposals for national, major or Environmental Impact Assessment (EIA) development will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks, so they are in a demonstrably better state than without intervention. Proposals for local development will include appropriate measures to conserve, restore and enhance biodiversity.

Liveable places

The global pandemic has left a social legacy that requires urgent, as well as long-term action. Many people need better places to support their lifelong health and wellbeing and build their future resilience. In recent years communities have found ways to work together to find local solutions to shared challenges. However, the cost crisis is again underlining the need for our future buildings and places to do more to support our long-term resilience.

There remain significant differences between the healthy life expectancy of people living in the most and least deprived parts of Scotland. More people need to be involved in planning their future places so that the built environment is safe and welcoming to everyone, including women, disabled people, children and young people and black and ethnic minority groups.

Scotland's Tackling Child Poverty Delivery Plan sets out actions required to continue to reduce the number of children living in poverty. It recognises the importance of place and continued investment in regeneration, targeted to areas where the need is greatest.

Access to affordable, quality homes in better places, as supported by Housing to 2040, will make an important contribution to addressing the impact of the cost crisis, particularly on younger people who will also benefit from reduced transport costs. The planning system has an important role to play in supporting the delivery of homes which meet our future needs.

Consistent with this, Scotland's Population Strategy reflects the need for planning to identify the amount of land required for future homes and to enable more balanced demographic change including sustainable rural development.

Health policies, including Scotland's diet and healthy weight delivery plan reflect the importance of places which provide opportunities for exercise and access to healthy food. Our strategy for tackling social isolation and loneliness also recognises the importance of providing quality, accessible and welcoming places for everyone through placemaking and regeneration.

National spatial strategy

Scotland's future places will have homes and neighbourhoods that are healthier, affordable and vibrant places to live.

We have an opportunity to significantly improve our places, address longstanding inequality and eliminate discrimination, helping to transform our country for the better. Cleaner, safer and greener places and improved open spaces will build resilience and provide wider benefits for people, health and biodiversity, in a balanced way.

We will plan our future places in a way that improves **local living**, so that we live in communities that are inclusive, empowered, resilient, safe and provides opportunites for learning. Quality homes will be better served by local facilities and services by applying the principles of local living to development proposals. The concept of 20 minute neighbourhoods will help to support this, particularly in more urban areas. In rural areas the approach to local living will be shaped by local context.

Planning must also enable the delivery of good quality, affordable homes by allocating enough land in the right locations to meet current and future needs and aspirations.

Recognising the need for liveable places to be consistent with our ambition for net zero and nature recovery, we will promote **compact urban growth**. Higher density development which will help to sustain public transport and support local living. Virtual connectivity and continued investment in active travel links will also be important.

We want to make better use of our spaces to support physical activity, relaxation and play, to bring people together and to celebrate our culture, diversity and heritage. Buildings and other physical assets can also support activities based on intangible cultural assets such as Gaelic language.

We will improve green infrastructure to bring nature into our towns and cities, connecting people with nature, building resilience and helping our biodiversity to recover and flourish. We will ensure we work towards a stronger infection-resilient society through adaptations to our buidlings and the spaces around them.

Our strategy is to value, enhance, conserve and celebrate our places and to build better communities for future generations. A stronger commitment to placemaking, through a design-led approach and a focus on quality, will ensure every new development improves the experience of our places.

Underpinning this, everyone must have an opportunity to help shape their local neighbourhoods. We will continue to work to broaden involvement in the planning system as a whole.

National developments

Six national developments support the delivery of liveable places:

- **Central Scotland Green Network** restores nature at scale and acts as an exemplar of green infrastructure in placemaking that provides benefits for communities and supports a wellbeing economy. This will provide multiple benefits for health, biodiversity, and will help us to mitigate and adapt to climate change. Action should continue to focus on areas where community wellbeing and resilience would benefit most.
- **National Walking, Cycling and Wheeling Network** strengthens and extends a national active travel network to reduce emissions from transport, focusing on areas where improvements to accessibility are most needed.
- **Edinburgh Waterfront** creates a high quality, mixed use, locally liveable place, contributing to the sustainable future development of Scotland's capital city.
- **Dundee Waterfront** delivers a high quality, mixed use, locally liveable place demonstrating resilient waterfront regeneration which anticipates and responds to climate impacts.
- **Stranraer Gateway** acts as a hub for surrounding communities. Regeneration will help create a high quality, mixed use, locally liveable place, optimising the area as a national and international gateway.
- A **Digital Fibre Network** enhances the connectivity of communities and help to facilitate more sustainable ways of living including in rural and island communities.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

A FAIR AND INCLUSIVE PLANNING SYSTEM

Our strategy and policies support development that helps to eliminate discrimination and promote equality.

We expect everyone involved in planning to take steps to ensure that a wide range of people are involved in shaping their future places. Planning authorities are required to respect, protect and fulfil human rights in accordance with the Human Rights Act 1998. As per the Equality Act 2010, the Public Sector Equality duty is applicable and Equality Impact Assessments, Fairer Scotland Duty Assessments and where applicable Island Communities Impact Assessments are required for LDPs. The UN Convention of the Rights of the Child also means that young people must be encouraged to play an active role in planning.

Throughout the planning system, opportunities are available to engage in development planning and decisions about future development. Such engagement, undertaken in line with statutory requirements, should be early, collaborative, meaningful and proportionate. Support or concern expressed on matters material to planning must be given careful consideration in the determination of development proposals.

Our places can only work for everyone if the views of all users are properly understood, but experience shows that some people can find it more challenging to engage with planning.

There are opportunities to involve a wider range of people in the planning system. It is essential, and a statutory requirement, that people with protected characteristics, including disability, race, age, sex and sexual orientation, and including people from a range of socio-economic backgrounds, are given particular support to express their views on plans and decisions, with consultations designed to meet the communication needs of people.

The spatial strategy as a whole is clear that our future development must support a just transition, and it highlights opportunities for development and regeneration that are designed to tackle social, economic and health inequalities. **Policy 14,** focusing on the six qualities of successful places recognises that diversity is an integral part of placemaking. Children and young people will have an important contribution to make, given the long-term impacts of planning for future generations. Women, as well as disabled people and their representatives, can ensure that barriers and challenges of the design of our living and working environments are tackled effectively. We have also provided clear support for development that will help to ensure human rights are maintained, for example: **Policy 16** on quality homes which addresses the need for accommodation for Gypsy/Travellers and Travelling Showpeople yards, as well as homes for older people and disabled people; and **Policy 21** which supports and facilitates spaces and opportunities for play, recreation and sport in our natural and built environments for children and people for all ages.

Our impact assessment has demonstrated that there is potential for significant benefits from more sustainable, liveable and productive places which will be delivered by these and other policies. We recognise that delivery will also depend on fair and inclusive engagement with people, and we will therefore continue to promote best practice and innovation, including in guidance on effective community engagement.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

HOMES THAT MEET OUR DIVERSE NEEDS

Our strategy and policies support development that helps to meet the housing needs of people living in Scotland including, in particular, the housing needs of older people and disabled people.

The spatial strategy has taken into account future population and household projections, and highlights areas where there will be particular challenges arising from an ageing population. Spatial principles, including local living and just transition, will also help to ensure that the needs of all people are reflected in our future places.

Policy 16 supports the delivery of high quality, sustainable homes that meet the needs of people throughout their lives. In particular, it supports proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision. This could include: accessible, adaptable and wheelchair accessible homes; homes that meet the needs of older people; a range of size of homes; and other specialist groups.

The majority of older people want to remain in their home as they age, preferring mainstream housing, and so accessible and adaptable homes can allow people to continue to live independently. The close alignment of planning and housing delivery at the local level, through LDPs and Local Housing Strategies, will help to deliver the right type and mix of homes in the right locations. In addition Housing to 2040 sets out a commitment to Scottish Accessible Home Standard in 2025/26.

Development that provides homes to meet the needs of older people and disabled people will be further promoted by LDPs. Evidence reports will explain the action taken to support and promote the construction and/ or adaptation of homes to meet their needs. Spatial strategies will take into account housing needs and the availability of land for new homes, including for older people and disabled people through the Accessible Home Standard, wheelchair housing targets and the consideration of accessibility in design of the wider development and local amenity. The planning authority must also keep their plan under review, and monitor any changes in this.

Placemaking and choices about the location of development will also help to meet the needs of older people and disabled people. **Policy 14** supports development that is consistent with the six qualities of successful places, including health and wellbeing, and safe and pleasant places for people to meet. **Policy 15** supports development that is consistent with the principles of local living and 20 minute neighbourhoods, helping to ensure our homes and wider neighbourhoods meet all of our needs. As part of this, it recognises that affordable housing options, ability to age in place and housing diversity are an integral part of more liveable places. **Policy 13** is also clear that the views of disabled people must be sought when seeking to reduce reliance on the car including by managing car parking provision.

Productive places

The economic performance of different parts of Scotland varies considerably, with challenges and opportunities for different places and sectors. At present, some communities are particularly affected by high rates of poverty, one in five people of working age is economically inactive, and there is significant scope to improve our productivity and the scale and rate of business development.

The unprecedented challenge of the pandemic has created difficult conditions for some sectors including hospitality, tourism, and culture. The cost crisis and our exit from the European Union have combined with this to exacerbate labour shortages particularly in our more remote, rural and island communities. World-wide supply chain issues have generated severe challenges, including for the construction sector.

Scotland's National Strategy for Economic Transformation aims to make Scotland a successful place with opportunities for everyone, in every region of Scotland, to share in our economic prosperity. It tackles the challenges of structural inequality, the transition to net zero, and achieving a green recovery from the pandemic. It also supports entrepreneurship and aims to play to the strengths and assets of each part of Scotland to build community wealth.

Building community wealth should be founded on an assessment of local assets in partnership with communities. It also involves better co-ordinated state investment at national, regional and local levels to strengthen of Scotland's indigenous business base and create sustainable fair work opportunities. Opportunities will flow from more land and assets being placed in the hands of communities or under their guiding influence.

Our city centres are socially and culturally important, supporting our productivity and stimulating innovation and investment. The pandemic has generated severe impacts and longer term challenges for these places. The City Centre Recovery Taskforce has developed a shared vision for their future with support from the City Centre Recovery Fund for recovery and repurposing. Through playing their part in the delivery of the National Strategy for Economic Transformation, Scotland's cities have a nationally significant opportunity to contribute to Scotland's economic recovery and to achieve a wellbeing economy.

The Town Centre Action Plan Review and our subsequent response recognises the critical importance of planning with and for communities sets a new vision for town centres, and reaffirms our commitment to the Town Centre First Principle. It recognises the critical importance of planning in diversifying the offer within our city and town centres, to help them thrive, improve their resilience and anticipate continuing societal, environmental and economic change. The Place Based Investment Programme supports our commitment to town centre action, places, local living and community wealth building.

National spatial strategy

Our future places will attract new investment, build business confidence, stimulate GDP, export growth and entrepreneurship, and facilitate future ways of working.

Planning will play a key role in creating a globally competitive, entrepreneurial, inclusive and sustainable economy, with thriving and innovative businesses, quality jobs and fair work for everyone.

We will actively encourage investment where it is needed most by **rebalancing development**. This will play to the economic strengths and opportunities of each part of Scotland. Significant investment opportunities include strategic sites which were previously a focus for industrial activity but which have experienced decline. These locations will play a significant role in our transition to net zero as they are served by strategic infrastructure, well located on or close to developed coasts, and could provide added benefits for communities that are in greatest need. They also include areas that have been overlooked historically, but which are now strategically located for extensive renewable energy generation.

Planning can enable diversification of city, town and commercial centres, to better manage their role and respond to ongoing changes to the way we shop and access services. The way we work is changing, and we will need to be flexible to facilitate future business and employment that benefits communities and improves places. Digital connectivity will play a crucial role in supporting sustainable work in the future.

The way we plan our places can contribute to our short term recovery, as well as longer term restructuring to tackle long standing inequalities. Our strategy is to build a wellbeing economy that benefits everyone, and every place, in Scotland. We want the planning system to create a society that is thriving across economic, social and environmental dimensions, and that delivers prosperity for all.

Scotland's national and international connectivity for people and freight will remain important, for the economic, social and cultural benefits it delivers and for supporting wider Government ambitions on trade, tourism, and business development. Airports, ports and rail links will provide vital connections within Scotland and beyond which will be crucial to building on a sustainable recovery whilst helping to decarbonise transport through low and zero emissions technologies. Looking ahead, there will also be opportunities to build on inclusive growth within communities and support economic transformation through Green Freeports in Scotland.

Rural revitalisation, achieved by distributing development, investment and infrastructure strategically and by actively enabling rural development in particular, will play an important role in this. Key sectors including energy and food and drink focus on natural resources and provide signficant employment in rural parts of Scotland. These sectors also depend on supporting services and access to markets and there is significant potential for associated investment to develop a sustainable supply chain. Digital connectivity will also be critical to their continued succes.

Urban areas are a focus for investment in the built environment and many of our industries and businesses are located in and around our cities. These areas will also be more attractive to future investors and their employees if they are greener and healthier places to live.

National developments

Six national developments support the delivery of productive places:

- **Clyde Mission** brings together substantial public and private investment to remediate and regenerate brownfield land along the River Clyde for economic, social and environmental uses.
- **Aberdeen Harbour** facilitates completion of the South Harbour and access to it as well as a more mixed use waterfront for Aberdeen on areas of the harbour that will not in future be required for port uses. This will contribute to international and national connectivity, freight and the renewable energy sector.
- **Industrial Green Transition Zones** support transformation of key sites including by putting in place the infrastructure needed to commercialise carbon capture and storage and decarbonise industry. Innovation will provide green jobs, reduce emissions and help Scotland lead the way on new technologies.
- **Hunterston Strategic Asset** supports re-use the port and wider site, engaging in new technologies and creating opportunities from nuclear decommissioning to make best use of existing infrastructure and provide local benefits.
- **Chapelcross Power Station Redevelopment** involves the reuse of a key site to provide a range of economic opportunities for local communities. Energy produced will help to reduce heating and transport emissions within the wider region.
- **High Speed Rail** ensures connectivity with the United Kingdom (UK) and beyond, reduce long distance transport emissions and optimise the benefits more widely.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

RURAL REVITALISATION

Our strategy and policies support development that helps to retain and increase the population of rural areas of Scotland.

The spatial strategy reflects a wide range of proposals for development in rural areas, supported by national developments that recognise the potential and need to expand key sectors including renewable energy, sustainable transport and green infrastructure.

Policy 17 promotes the development of rural homes, to ensure the needs of communities are met in a sustainable way. Similarly, **Policy 29** encourages development that will contribute to rural economies and communities. Development proposals that contribute to the viability, sustainability and diversity of rural businesses are supported while ensuring planning policies take into consideration local characteristics. Both policies support development in previously inhabited areas in a way that is guided by LDPs. Greater constraint will be applied in areas of pressure whilst in rural areas with fragile communities, a more enabling approach has been taken to support communities to be sustainable and thrive. LDPs are required to set out an appropriate approach to development in areas of pressure and decline informed by an understanding of population change and settlement characteristics and how these have changed over time as well as an understanding of the local circumstances including housing and travel.

Many policies will also play an important role in supporting rural communities and population growth. Some focus on supporting sustainable development in key sectors for rural areas such as **Policy 30** on tourism, which aims to ensure community, environmental and business considerations are fully taken into account. **Policy 32** encourages sustainable aquaculture, whilst **Policy 10** supports development in coastal areas that takes into account future vulnerability to climate change. **Policy 11** supports opportunities for renewable energy development whilst **Policy 24** will support the delivery of digital infrastructure to support investment and population growth in rural areas.

Care has been taken to ensure policies reflect the specific needs and constraints of rural areas. **Policy 13** ensures that in assessing the transport impacts of development, the area's needs and characteristics are taken into account. **Policy 15** aims to promote local living in broad terms, including through 20 minute neighbourhoods where practical, recognising varying settlement patterns and the particular characteristics and challenges of different areas in applying these principles in practice. **Policy 28** also recognises the importance of retail facilities for rural communities and economies.

Alongside this, recognising that environmental quality is a key asset for rural areas, Policies **3**, **4**, **5** and **6** ensure that natural assets are protected and enhanced.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

LIFELONG HEALTH AND WELLBEING

Our strategy and policies support development that helps to improve health and wellbeing. The spatial strategy as a whole recognises that there are significant health inequalities in Scotland that future development can help to address. The spatial principles aim to ensure that future development is directed to sustainable locations, recognising that the role of planning in supporting development in places which would benefit most from regeneration and investment.

The natural environment is fundamental to our health and wellbeing from the benefits we get from being in nature to the design and delivery of blue and green infrastructure. Policies **1**, **3**, **4**, **5** and **6** manage the effects of development on biodiversity and on natural places. **Policy 20** supports development that will provide good quality, accessible greenspaces and nature networks and **Policy 21** supports development that will provide opportunities for sport and play. Active travel is encouraged by **Policy 13** with walking and cycling providing wider health benefits.

Policy 23 helps to protect health and wellbeing, including by ensuring that air and noise pollution are taken into account, and by planning and managing development to take hazards into account. **Policy 22** ensures that future flood risk is not exacerbated by development, and facilitates the delivery of sustainable flood risk management solutions. **Policy 10** manages development to reflect future vulnerability of coastal areas. **Policy 9** encourages the redevelopment of brownfield land, helping to reduce the impact of vacant and derelict sites on communities.

Housing plays a critical role in supporting our health and wellbeing. **Policy 16** enables the delivery of well planned, good quality, affordable, safe and warm homes. Alongside this, **Policy 13** supports development that provides, or is accessible by active travel and **Policy 15** ensures people have access to facilities from their homes, including healthcare facilities. Development is also required to take into account the capacity and any additional needs for community services and facilities, as part of the infrastructure first approach set out in **Policy 18**.

Policy 14 applies the six qualities of successful places to development proposals, including health and wellbeing. As part of this it prioritises key aspects including women's safety and suicide risk and aims to ensure development does not undermine the amenity of our existing homes and places. Climate related mental and physical health effects will be addressed by the strategy as a whole and in particular by Policies **1** and **2** by ensuring future development minimises emissions and is built to reflect the future risks of climate change. Health and wellbeing will also be supported by development that helps us to transition to net zero, as reflected in **Policy 11** on renewable energy, **Policy 12** on zero waste, and **Policy 19** on heat and cooling. Wider policies relating to economic development will have a further positive effect on overall health and wellbeing by supporting employment and investment in our places in a fair and sustainable way.

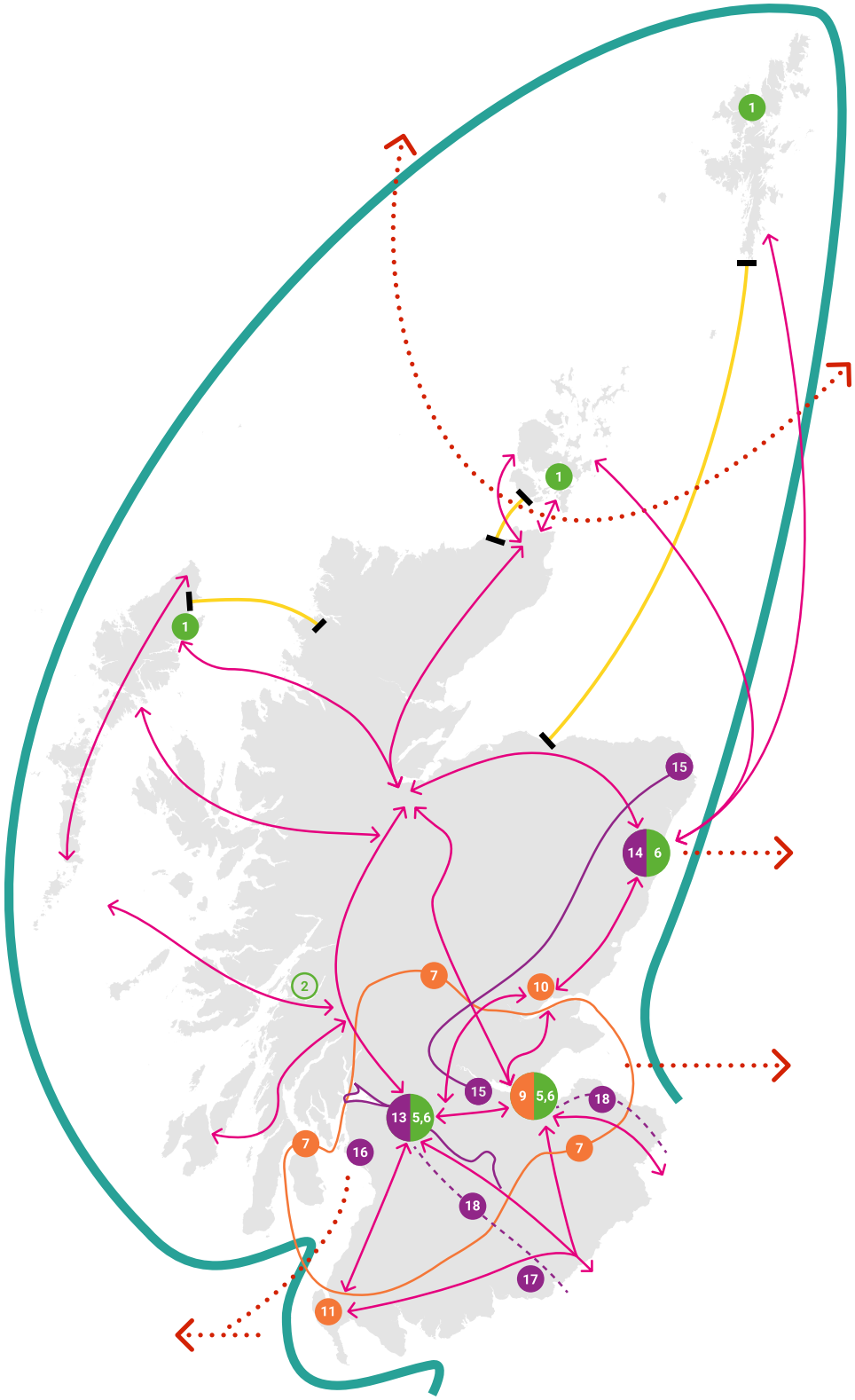
National Spatial Strategy

Legend

- Strategic maritime routes
- Strategic connection
- Blue economy
- Transmission infrastructure

National Developments

1. Energy Innovation Development on the Islands
2. Pumped Hydro Storage
   Scotland Wide
3. Strategic Renewable Electricity Generation and Transmission Infrastructure
   Scotland Wide
4. Circular Economy Materials Management Facilities
   Scotland Wide
5. Urban Sustainable, Blue and Green Surface Water Management Solutions
   Edinburgh and Glasgow
6. Urban Mass/Rapid Transit Networks
   Aberdeen, Edinburgh and Glasgow
7. Central Scotland Green Network
8. National Walking, Cycling and Wheeling Network
   Scotland Wide
9. Edinburgh Waterfront
10. Dundee Waterfront
11. Stranraer Gateway
12. Digital Fibre Network
    Scotland Wide
13. Clyde Mission
14. Aberdeen Harbour
15. Industrial Green Transition Zones
16. Hunterston Strategic Asset
17. Chapelcross Power Station Redevelopment
18. High Speed Rail



Indicative

National Developments

Legend

Sustainable Places

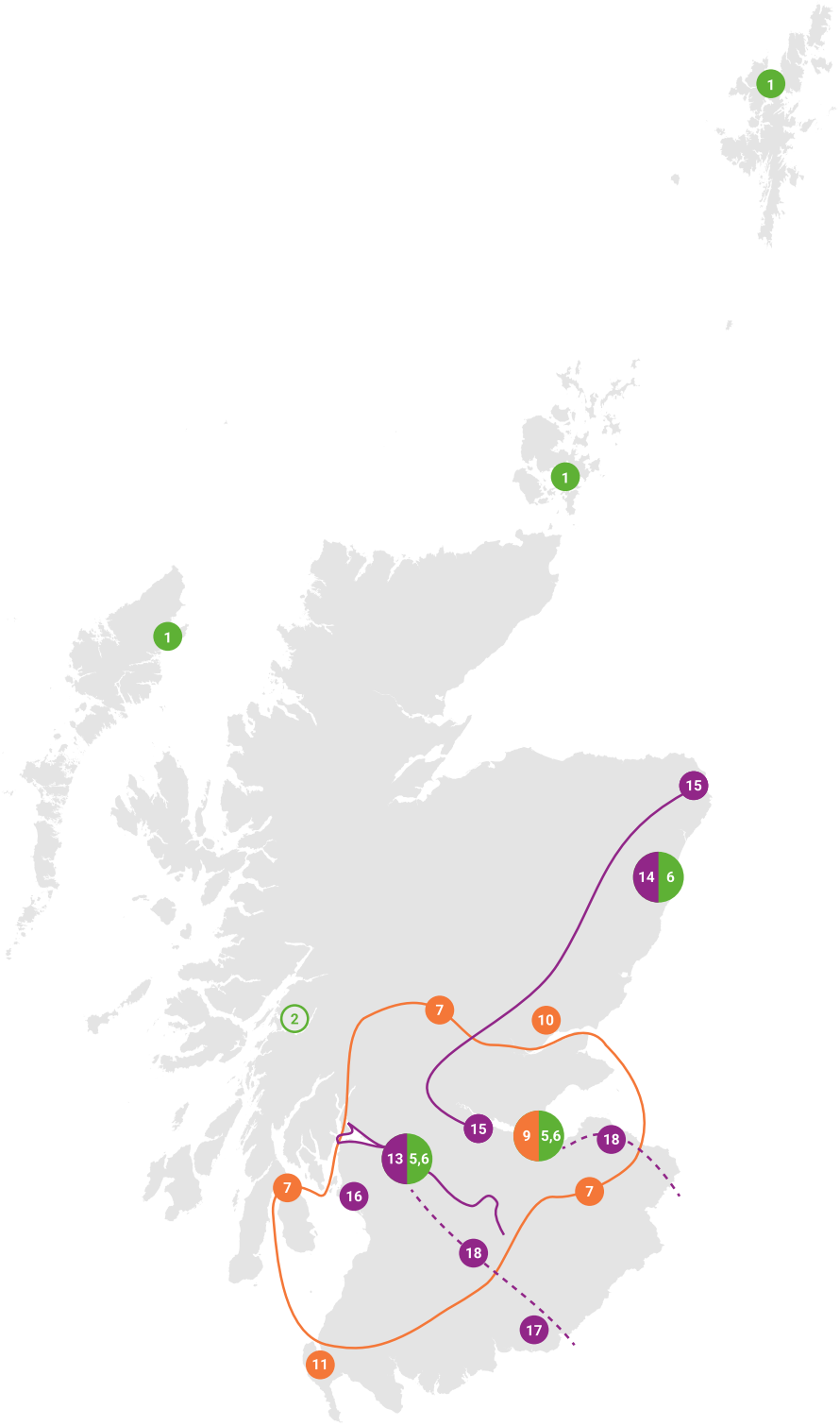
1. Energy Innovation Development on the Islands
2. Pumped Hydro Storage
   Scotland Wide
3. Strategic Renewable Electricity Generation and Transmission Infrastructure
   Scotland Wide
4. Circular Economy Materials Management Facilities
   Scotland Wide
5. Urban Sustainable, Blue and Green Surface Water Management Solutions
   Edinburgh and Glasgow
6. Urban Mass/Rapid Transit Networks
   Aberdeen, Edinburgh and Glasgow

Liveable Places

7. Central Scotland Green Network
8. National Walking, Cycling and Wheeling Network
   Scotland Wide
9. Edinburgh Waterfront
10. Dundee Waterfront
11. Stranraer Gateway
12. Digital Fibre Network
    Scotland Wide

Productive Places

13. Clyde Mission
14. Aberdeen Harbour
15. Industrial Green Transition Zones
16. Hunterston Strategic Asset
17. Chapelcross Power Station Redevelopment
18. High Speed Rail



Indicative

Regional Spatial Priorities

North and West Coast and Islands

This part of Scotland will be at the forefront of our efforts to reach net zero emissions by 2045. It is a diverse area, from Shetland and Orkney in the north, to the Outer and Inner Hebrides and the coastal areas of Highland and Argyll and Bute. As one of the most renewable energy rich localities in Europe with significant natural resources, there is a real opportunity for this area to support our shared national outcomes.

Key centres where lifeline links provide access to the islands include Lerwick, Kirkwall, Stromness, Stornoway, Wick and Thurso, Ullapool, Mallaig and Oban, whilst Tarbert, Lochgilphead and Campbeltown are important hubs to the south of the area. These centres provide important services to their wider hinterlands. Local projects are ongoing, including the regeneration of Stromness, the Stornoway Deep Water Port development, the linked Islands Growth Deal Outer Hebrides Energy Hub project in Stornoway, and the Islands Growth Deal Knab Redevelopment project in Shetland.

The area has an exceptional environment with coastal and island landscapes that are an important part of our national identity. It is rich in biodiversity, sustaining many internationally significant ecological sites, including the United Nations Educational, Scientific and Cultural Organization (UNESCO) Global Geoparks in the North West Highlands and Shetland, and Wester Ross UNESCO Biosphere Reserve and species including some of the best remaining temperate rainforest sites in Europe. It has a rich history, language and distinctive cultural heritage including the St Kilda and the Heart of Neolithic Orkney UNESCO World Heritage Sites. These key assets require careful management to ensure they continue to benefit communities.

There will be significant climate challenges for this part of Scotland. Island and coastal ecosystems, and the communities they support, are naturally more vulnerable to the effects of climate change, sea level rise and extreme events. Of particular concern are the impacts on vulnerable low-lying coastal zones and infrastructure, with potentially wide-ranging effects from biodiversity loss to coastal erosion, flooding and landslips. If we do not take action to plan and build resilience, communities could suffer disproportionately from the impacts of climate change.

A climate and nature conscious approach to development of this area can help to tackle wider challenges. The Carbon Neutral Islands project will support six islands (Hoy, Islay, Great Cumbrae, Raasay, Barra and Yell) to become carbon neutral by 2040. This will act as a catalyst for further climate action across all Scottish islands to make more attractive, resilient and sustainable communities in the long-term.

The relatively high levels of community land ownership, particularly in the Outer Hebrides, and strong ties with the land and sea reflect this area's strong sense of place and local resilience. Scotland's National Islands Plan aims to grow the population and economy, improve transport and housing, and ensure island communities are served by the facilities, jobs, education and services they need to flourish. Environmental wellbeing, clean and affordable energy, strong communities, culture and identity are also priorities.

Around 94 of Scotland's 900 islands are permanently inhabited. The size and composition of each population has changed over the years and continues to do so. Whilst most recent estimates indicate population growth across the majority of local authority areas with islands, population change within each area is more complex, with areas of growth and depopulation varying between islands and coastal communities, and across different strata of the population. An ageing population in some parts of the area will mean that we need to do more to reverse past patterns of population decline and sustain local facilities and services that support rural and dispersed communities.

Public service provision, transport, energy consumption, fuel poverty, child poverty and housing, including its affordability, will continue to be significant challenges. Employment varies across the area, and can tend to rely on the public sector, tourism and lower wage sectors,

limiting the scope and choice of skilled jobs in some locations. It can be difficult to attract and retain a local workforce to support some jobs, underlining the importance of building skills and promoting fair work principles to support future investment. Language skills are also important in many areas where Gaelic is used by the community.

Challenges from the end of free movement and changing markets, and the agriculture and fishing industries, will need support to ensure long-term sustainability, but there are also substantial economic opportunities presented by developments in sectors such as renewable energy generation.

Priorities

Alongside Scotland's marine planning authorities, we will work with the area's exceptional assets and natural resources to build a more resilient future for island and coastal communities. By guiding RSS and LDPs in this area, our strategy aims to:

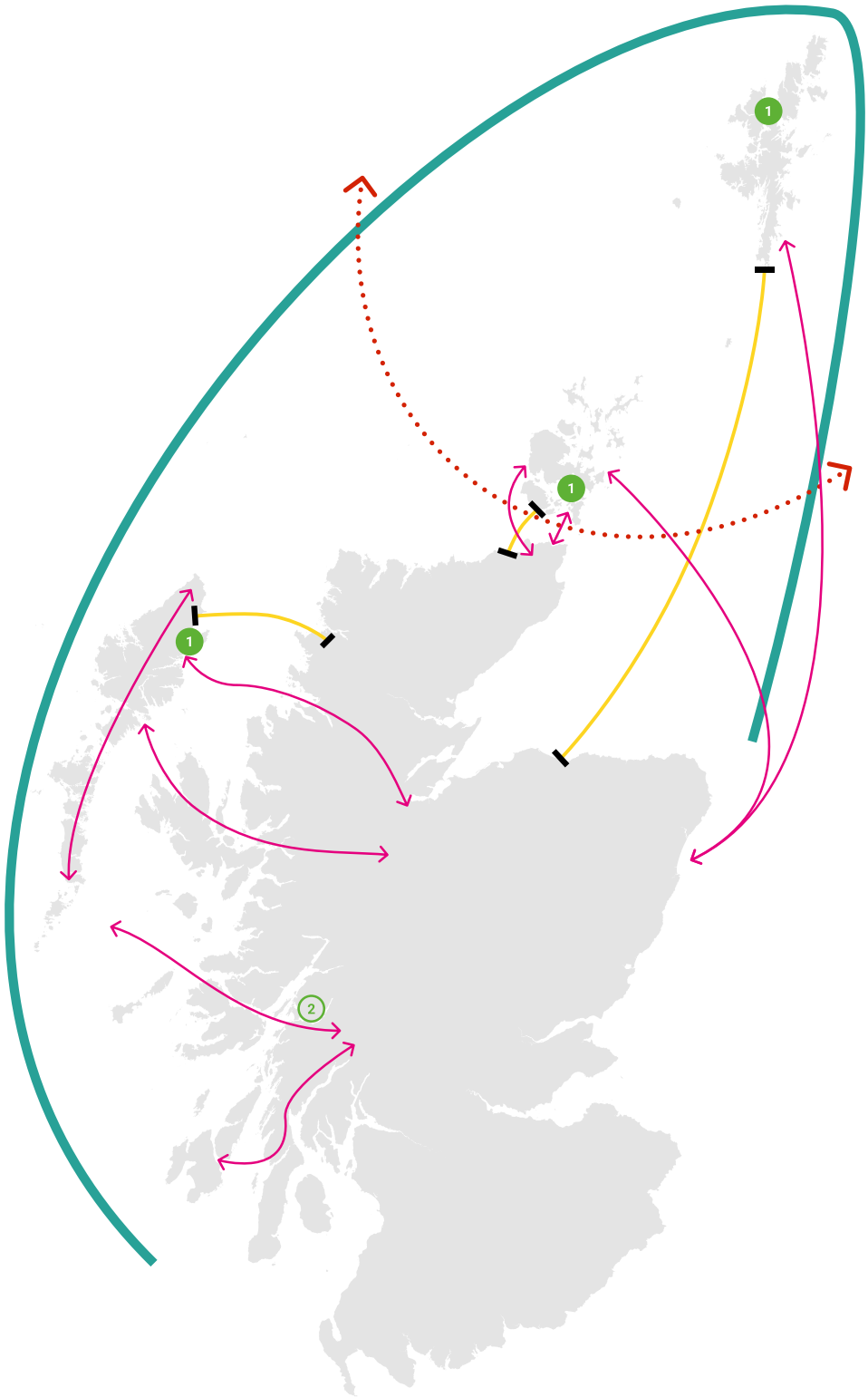
- Maximise the benefits of renewable energy whilst enhancing blue and green infrastructure, decarbonising transport and building resilient connections.
- Support coastal and island communities to become carbon neutral, thus contributing to net-zero commitments and reducing fuel poverty.
- Seize the opportunities to grow the blue and green economy, recognising the world-class environmental assets that require careful management and opportunities to develop skills and diversify employment.

The following national developments will support delivery of the spatial strategy for this area:

- Energy Innovation Development on the Islands
- Pumped Hydro Storage
- Strategic Renewable Electricity Generation and Transmission Infrastructure
- Circular Economy Material Management Facilities
- National Walking, Cycling and Wheeling Network
- Digital Fibre Network

Further detail about the priorities for this area is contained in Annex C. Further details of national developments are contained in Annex B.

North and West Coast and Islands



Legend

- Strategic maritime routes
- Strategic connection
- Blue economy
- Transmission infrastructure

National Developments

1. Energy Innovation Development on the Islands
2. Pumped Hydro Storage
   Scotland Wide
3. Strategic Renewable Electricity Generation and Transmission Infrastructure
   Scotland Wide
4. Circular Economy Materials Management Facilities
   Scotland Wide
8. National Walking, Cycling and Wheeling Network
   Scotland Wide
12. Digital Fibre Network
    Scotland Wide

Indicative

North

The Highlands of Scotland, Moray, mainland Argyll, northern parts of rural Stirling and Perthshire are world renowned for their stunning landscapes, rich biodiversity and cultural heritage.

Settlement patterns vary, from dispersed or low density crofting townships, to key centres such as Inverness, Ullapool, Dingwall, Grantown-on-Spey, Aviemore, Elgin, Pitlochry and Aberfeldy. Cairngorms National Park is a national asset with internationally significant habitats and landscapes and there is currently a proposal to make the Flow Country a UNESCO World Heritage Site. The northern part of the Loch Lomond and The Trossachs National Park also extends into this area.

Emissions here are partly offset by the climate sequestration from land use and forestry so that the area acts as a net carbon sink overall. There are few sources of significant industrial emissions. Climate change risks include changing levels of rainfall, increased storm events, temperature rise, flood risk, rising sea levels and associated erosion. Tailored measures will be required to assist communities in adapting to climate change and transitioning to net zero.

This rural heartland is much more than a place of beauty and isolation. Many thriving communities live here, and they depend on local jobs and learning to support their quality of life. Some communities have experienced outmigration, particularly the loss of younger people, especially outwith Inverness. Further population decline is a future risk, particularly for the west and north. People often depend on the car and more limited access to services creates disadvantage, despite the quality of life and good health that many living here enjoy. An ageing population will put pressures on some services.

Parts of the area have recently experienced an accelerated increase in house prices. The pandemic has reinforced long standing issues of affordability and a more mobile remote workforce has been attracted to the area, adding increased pressure. Without intervention, access to affordable homes, jobs and services that enable local people, including young people, to stay in their communities could become more challenging. Fuel and transport poverty is a particular challenge towards the north and west and there are significant areas which do not currently benefit from good quality digital connectivity.

The area's environmental quality, culture, language, landscape and wildlife sustain key economic sectors including tourism, food and drink, distilling and clean energy. Extensive areas of woodland and peatland act as a carbon sink, contributing significantly to our national sustainability. The area has a strong economy with growing income and low unemployment overall, but there remain pockets of deprivation both in urban areas and in more remote areas where there is a need for alternatives to low skilled and low paid jobs.

Priorities

This part of Scotland can continue to make a strong contribution towards meeting our ambition for a net zero and nature positive country by demonstrating how natural assets can be managed and used to secure a more sustainable future. By guiding RSS and LDPs in this area, our strategy aims to:

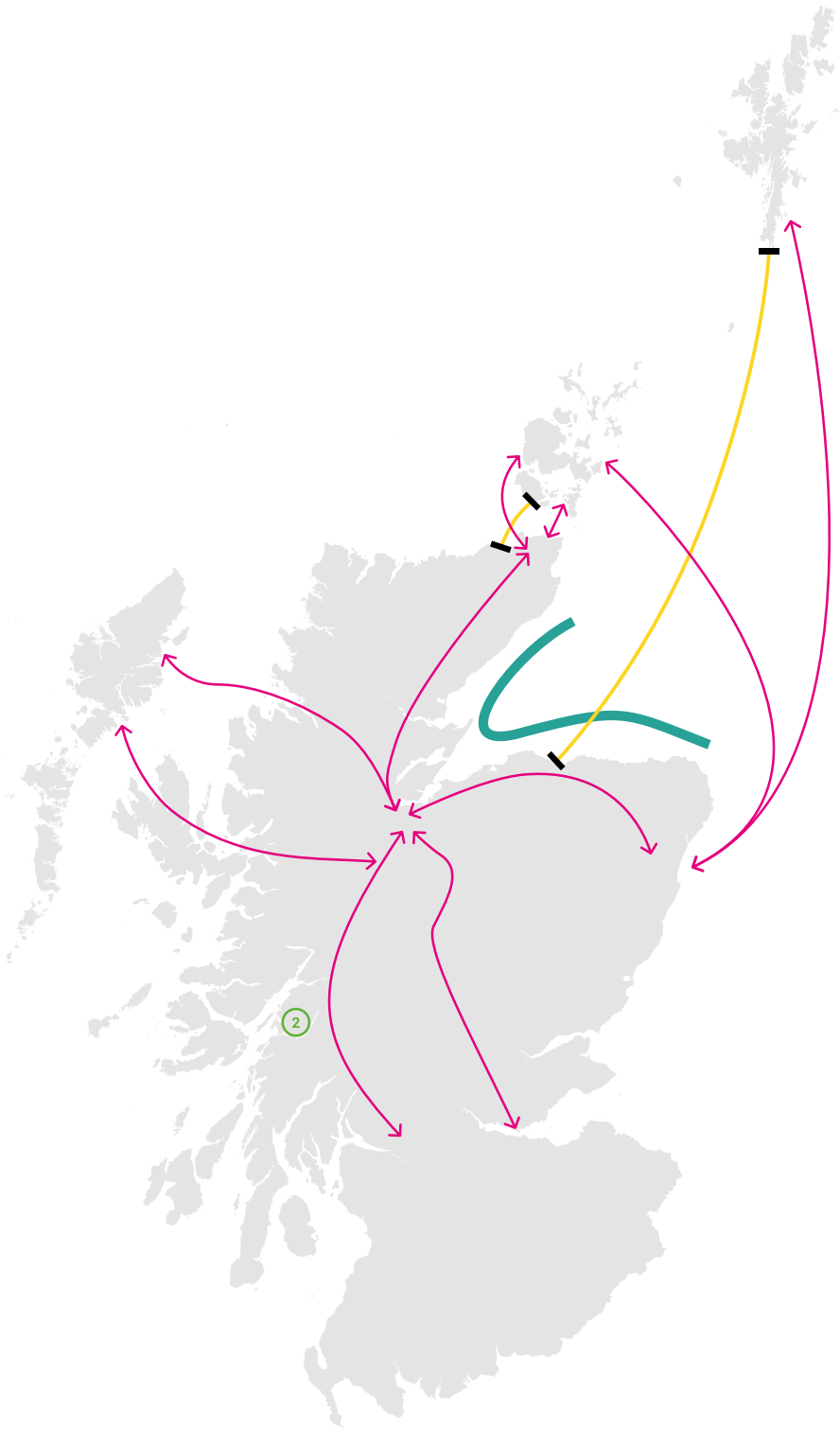
- Protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient connections.
- Maintain and help to grow the population by taking a positive approach to rural development that strengthens networks of communities.
- Support local economic development by making sustainable use of the areas' world-class environmental assets to innovate and lead greener growth.

The following national developments will also support delivery of the spatial strategy for this area:

- Pumped Hydro Storage
- Strategic Renewable Electricity Generation and Transmission Infrastructure
- Circular Economy Material Management Facilities
- National Walking, Cycling and Wheeling Network
- Digital Fibre Network

Further detail about the priorities for this area is contained in Annex C. Further details of national developments are contained in Annex B.

North



Legend

Strategic connection

Blue economy

Transmission infrastructure

National Developments

2 Pumped Hydro Storage
Scotland Wide

3 Strategic Renewable Electricity Generation and Transmission Infrastructure
Scotland Wide

4 Circular Economy Materials Management Facilities
Scotland Wide

8 National Walking, Cycling and Wheeling Network
Scotland Wide

12 Digital Fibre Network
Scotland Wide

Indicative

North East

The north east is a centre for the skills and expertise we will need to meet our climate change commitments. This area will evolve, through a just transition, to move industry and business away from the oil and gas sector towards a cleaner, greener future. Rich in natural assets, this area, along with the wider Moray and Cromarty Firths, has built on its oil and gas experience to pioneer new technologies. This makes it a uniquely investable proposition that could benefit Scotland as a whole. We can build on the area's experience to find innovative solutions to climate change.

Emissions generated from this area arise mainly from transport, industrial and commercial activity and domestic properties, with land use and forestry providing carbon sequestration. Car ownership is particularly high in Aberdeenshire. Significant parts of the coast will be vulnerable to future climate impacts.

This area is amongst the most prosperous parts of Scotland, but has experienced significant economic challenges in recent years and has pockets of deprivation. The area comprises a mix of rural and urban communities, with the city of Aberdeen and a surrounding network of towns including Huntly, Fraserburgh, Peterhead, Ellon, Inverurie and Stonehaven, and significant rural areas including countryside around Aberdeen city. Whilst parts of the area have experienced population decline, several settlements around Aberdeen have grown. Links from Aberdeenshire to communities in Moray, Angus and Tayside are also important.

Affordability and choice of homes is acute across the area, especially within Aberdeen. The growing proportion of retirees in Aberdeenshire presents a further challenge to housing and service delivery. There are lower levels of educational attainment and limited access to services for communities along the Aberdeenshire and Moray coast. Many of these places will benefit from further regeneration that builds on their identity and natural assets.

The excellent quality of the built environment, natural assets and cultural heritage already contribute to health and wellbeing in the area and can form the basis of a transition to net zero. Some of our highest quality productive agricultural land is concentrated here, together with other land-based industries, and the economy benefits from a strong fishing industry, alongside its globally significant energy sector. The dominance of these sectors, together with wider changes including from the pandemic, European Union (EU) Exit and global markets, means that economic diversification and repurposing of buildings and infrastructure will be key priorities.

Priorities

This part of Scotland will play a crucial role in achieving Just Transition to net zero. By guiding RSS and LDPs in this area, our strategy aims to:

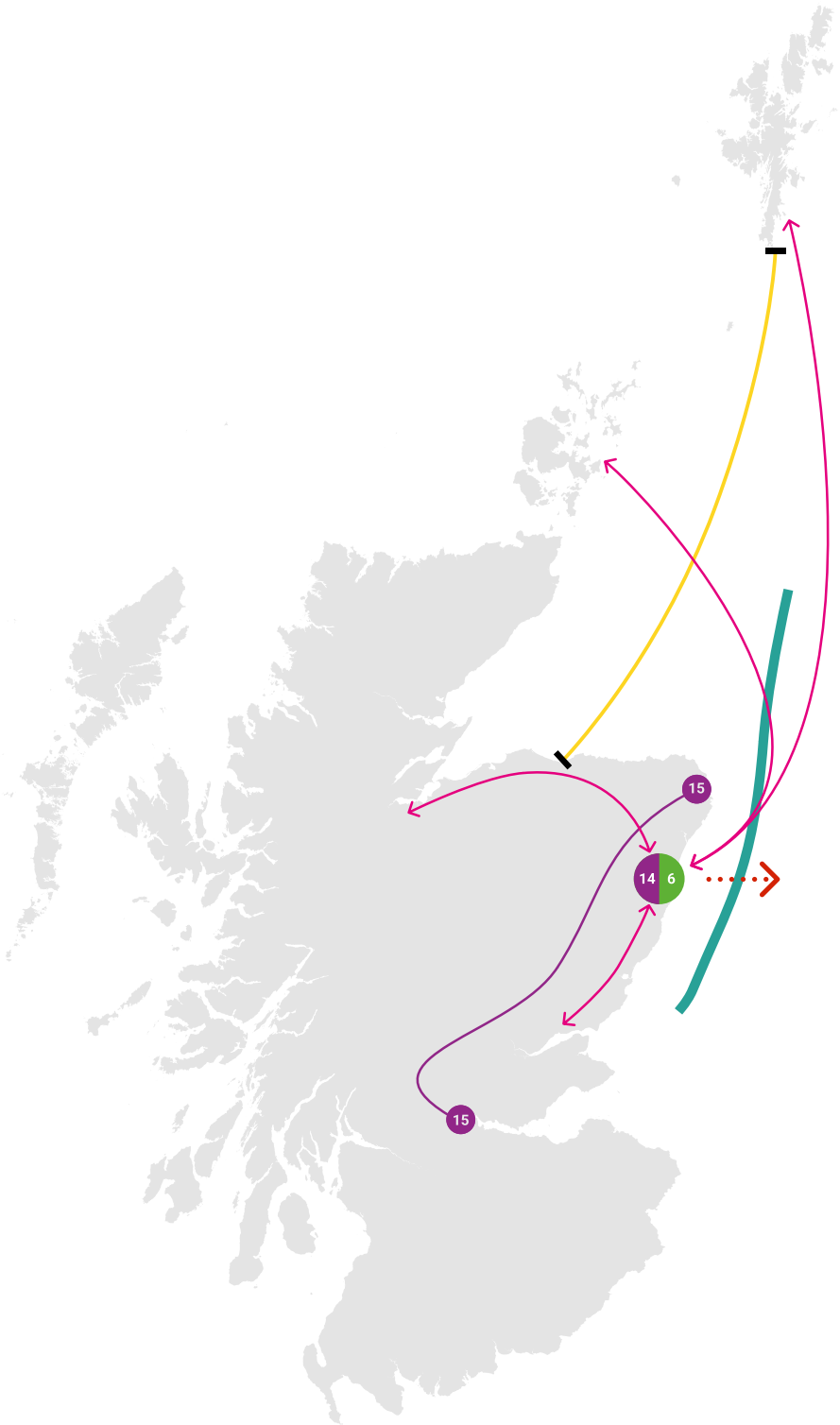
- Plan infrastructure and investment to support the transition from oil and gas to net zero whilst protecting and enhancing blue and green infrastructure and decarbonising connectivity.
- Focus on continued regeneration through the principles of local living and 20 minute neighbourhoods to sustain the skilled workforce and improve local liveability.
- Support continued economic diversification and innovation.

The following national developments will also support delivery of the spatial strategy for this area:

- Pumped Hydro Storage
- Strategic Renewable Electricity Generation and Transmission Infrastructure
- Circular Economy Material Management Facilities
- Urban Mass/Rapid Transit Networks
- National Walking, Cycling and Wheeling Network
- Digital Fibre Network
- Aberdeen Harbour
- Industrial Green Transition Zones

Further detail about the priorities for this area is contained in Annex C. Further details of national developments are contained in Annex B.

North East



Legend

- Strategic maritime routes
- Strategic connection
- Blue economy
- Transmission infrastructure

National Developments

- 2 Pumped Hydro Storage
  Scotland Wide
- 3 Strategic Renewable Electricity Generation and Transmission Infrastructure
  Scotland Wide
- 4 Circular Economy Materials Management Facilities
  Scotland Wide
- 6 Urban Mass/Rapid Transit Networks
  Aberdeen, Edinburgh and Glasgow
- 8 National Walking, Cycling and Wheeling Network
  Scotland Wide
- 12 Digital Fibre Network
  Scotland Wide
- 14 Aberdeen Harbour
- 15 Industrial Green Transition Zones

Indicative

Central

We will only meet our climate change commitments if we make significant changes to the densely populated central belt of Scotland. Our urban communities will play a critical role in reducing the emissions generated by the way we live our lives.

This area includes the Glasgow, Edinburgh, Stirling, Dundee and Perth city regions as well as networks of towns and smaller settlements, and more rural surroundings.

Many of our largest emitters of greenhouse gas emissions are located in this area, including Grangemouth where industrial activity is concentrated, providing high value manufacturing and employment, and playing a key role in our resilience. Other key sources include industrial, manufacturing and waste management sites and facilities. Overall emissions from domestic properties and transport are high as a result of the area's population density and the scale of daily movement within and between city regions. The growing risk of flooding could have significant impacts in the future, as many key settlements and economic assets are located on the Clyde, Forth and Tay estuaries.

We need to work together to decarbonise buildings and transport and tackle congestion, make more efficient use of existing land and buildings, generate renewable energy and establish supporting electricity and heat networks and create more inclusive, greener and sustainable places that will stand the test of time. By weaving blue and green infrastructure across our urban fabric we can ensure that nature and the outdoors are accessible to everyone, supporting lifelong health and wellbeing and creating places that are more resilient to flooding.

There are significant social and economic differences across the area – at a broad scale there are relatively high concentrations of poor health, child poverty, economic disadvantage and population decline in parts of the Glasgow city region contrasting with strong demand and expected population growth in parts of the Edinburgh city region. The broad pattern is repeated for children living in poverty, who are more likely to live in the Glasgow city region. Across the area as a whole, however, there are localised areas of high and low deprivation.

As a nation we have a particular obligation to do more to tackle the concentration of poor health outcomes in west central Scotland. Action is needed to reduce inequality and improve health and wellbeing so that everyone is able to thrive. Better places can do more to support lifelong health and wellbeing by providing warm homes that are connected to services. Access to quality greenspace and nature-based solutions can help to mitigate health inequalities and improve physical and mental health, by providing opportunities for play, socialising, relaxation and physical activity. Developing our communities to promote local living and 20 minute neighbourhoods can help reduce inequalities in health. The frequency of urban car use can be reduced by improving local liveability and improved access to facilities, helping to reduce emissions and air pollution. Access to health and social care facilities will need to be built into our future places and can benefit from continuing investment in digital infrastructure and innovation.

Household projections show there will be a continuing demand for more homes across the most urban parts of Scotland. There has been a strong market, high levels of housebuilding and pressure on infrastructure in some 'hot spots' including the Edinburgh city region, Stirling and Falkirk, and Perth. In contrast, despite good connections and infrastructure capacity, it can be more challenging to encourage the market to deliver new homes particularly in parts of the west where unemployment is also higher.

There are also inequalities across each of the city regions, with local concentrations of economic deprivation and many former coalfield communities. Overall, economic performance is higher in Edinburgh and Glasgow and lower in surrounding areas including Inverclyde, Ayrshire, along parts of the Clyde Coast and Lanarkshire.

The diverse business base reflects nationally important sectors including financial services, business administration, life sciences, distribution and transport, retail and commercial, and manufacturing and production. City centres are experiencing significant challenges, caused or accelerated by the pandemic, but each retain a strong character and distinctive identity, offering opportunities for new business, homes, and services. Similar issues apply to the towns across this area.

A wellbeing economy goes beyond strategic investment sites to link more closely with the wellbeing of communities and their local environments. It will be critical to recognise the importance of anchor institutions who can support local investment in our places and natural and historic assets, provide education, employment and other services, and act as community hubs. Significant investment in our health and social care, justice and learning estates will continue to provide important sources of employment and income for smaller scale local businesses.

Around the area's settlements there are many high quality environments, from World Heritage Sites, historic burghs and conservation areas to protected biodiversity sites of international importance, ancient woodlands and areas of high landscape quality, including the coastline, country and national parks, and canals. This brings opportunities for outdoor recreation within a short distance of the majority of Scotland's population.

The coast is an integral part of the area's identity, combining natural and cultural heritage and acting as a focus for investment and regeneration. We have made progress in restoring and reusing areas that were historically a focus for heavy industry and mining, leaving a legacy of disused sites and areas blighted by dereliction. Key sites for further investment include urban waterfronts and former industrial sites where existing infrastructure can be reused to support the transition to a low carbon economy.

Priorities

A coherent strategy that focuses on climate change and responds to the challenges of the pandemic will drive forward change to tackle inequalities and build a new, greener, future for this part of the country. By guiding RSS and LDPs in this area, our strategy aims to:

- Provide net zero energy solutions including extended heat networks and improved energy efficiency, together with urban greening and improved low carbon transport.
- Pioneer low carbon, resilient urban living by rolling out networks of 20 minute neighbourhoods, future proofing city and town centres, accelerating urban greening, investing in net zero homes, and managing development on the edge of settlements.
- Target economic investment and build community wealth to overcome disadvantage and support a greener wellbeing economy.

The following national developments will also support delivery of the spatial strategy for this area:

- Pumped Hydro Storage
- Strategic Renewable Electricity Generation and Transmission Infrastructure
- Circular Economy Material Management Facilities
- Urban Sustainable, Blue and Green Drainage Solutions
- Urban Mass/Rapid Transit Networks
- Central Scotland Green Network
- National Walking, Cycling and Wheeling Network
- Edinburgh Waterfront
- Dundee Waterfront
- Digital Fibre Network
- Clyde Mission
- Industrial Green Transition Zones
- Hunterston Strategic Asset
- High Speed Rail

Further detail about the priorities for this area is contained in Annex C. Further details of national developments are contained in Annex B.

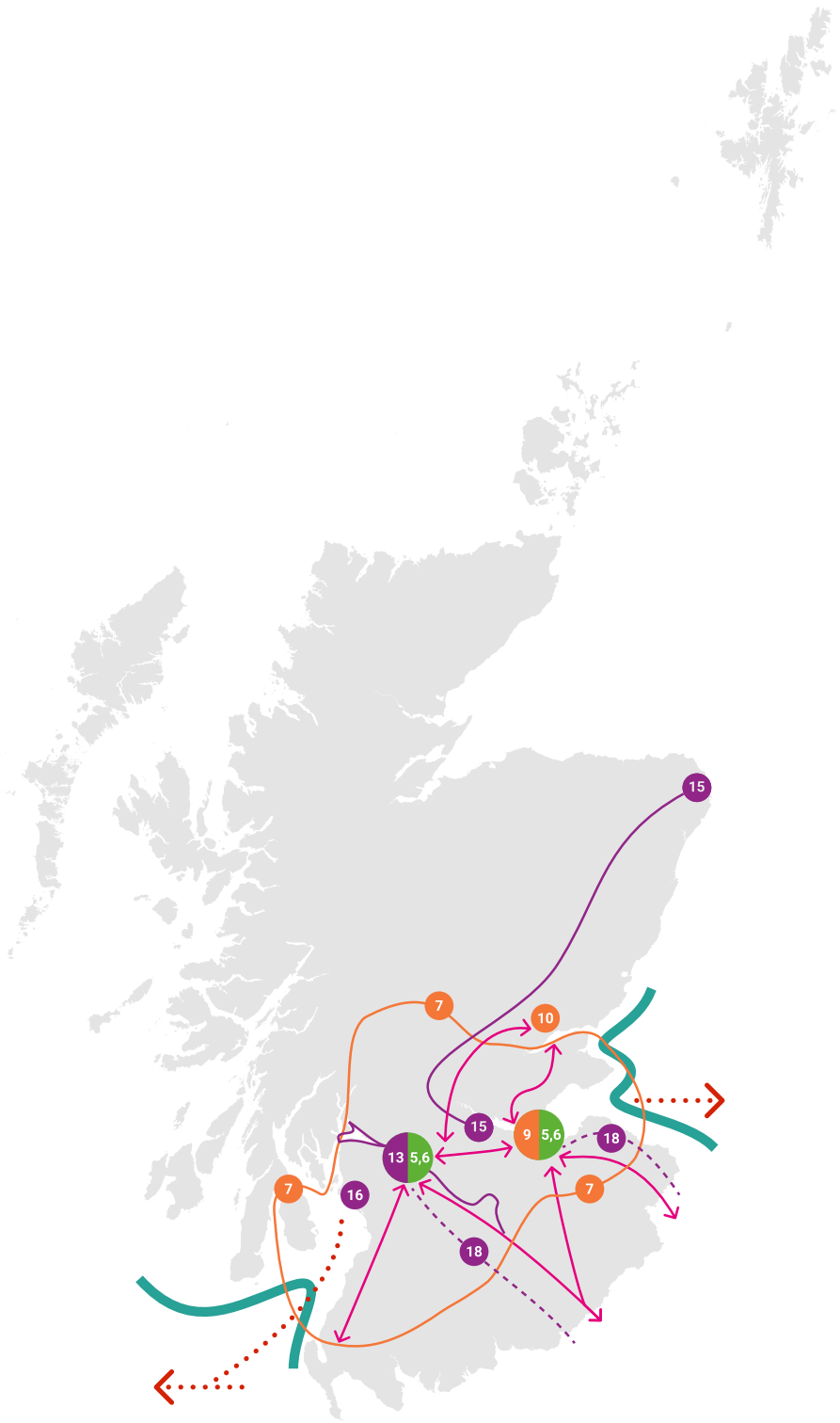
Central

Legend

- Strategic maritime routes
- Strategic connection
- Blue economy

National Developments

- 2 Pumped Hydro Storage
  Scotland Wide
- 3 Strategic Renewable Electricity Generation and Transmission Infrastructure
  Scotland Wide
- 4 Circular Economy Materials Management Facilities
  Scotland Wide
- 5 Urban Sustainable, Blue and Green Surface Water Management Solutions
  Edinburgh and Glasgow
- 6 Urban Mass/Rapid Transit Networks
  Aberdeen, Edinburgh and Glasgow
- 7 Central Scotland Green Network
  Mapping is indicative
- 8 National Walking, Cycling and Wheeling Network
  Scotland Wide
- 9 Edinburgh Waterfront
- 10 Dundee Waterfront
- 12 Digital Fibre Network
  Scotland Wide
- 13 Clyde Mission
- 15 Industrial Green Transition Zones
- 16 Hunterston Strategic Asset
- 18 High Speed Rail



Indicative

South

The South of Scotland is strategically important with a strong sense of identity centred on networks of towns and villages, supported by distinctive landscapes and coasts. This is a place with a rich cultural heritage and exceptional environmental assets and natural resources, such as the Galloway and Southern Ayrshire UNESCO Biosphere and Galloway Forest Dark Sky Park. This area is ambitious for positive change in the coming years, and the immediate work to recover from the pandemic will form the basis of a longer term plan to respond to the challenges of climate change and support nature restoration and recovery.

Settlements across this area provide services to the surrounding rural communities. Towns are well placed to be models of sustainable living, with many undergoing regeneration. Larger settlements include Dumfries, Stranraer, Galashiels, Hawick, with a network of towns and villages throughout Dumfries and Galloway and the Scottish Borders. The area extends northwards to include Ayrshire towns such as Ayr, Girvan, Dalmellington and Cumnock in the west, as well as towards the southern rural parts of East Lothian in the east and parts of South Lanarkshire including Biggar and Moffat. Beyond the towns there are many small settlements and rural homes, farms and smallholdings.

Cross border relationships are important in this area, together with strategic transport connections to England, Northern Ireland and Ireland.

Emissions in this area are moderate, with transport and industry emissions being partly offset by land use. The area has significant areas of woodland and peatland which act as a carbon sink and form the basis for future investment opportunities. The few sites that are significant sources of greenhouse gas emissions include industrial and commercial activities, including some food and drink processing facilities. Coastal erosion and flood risk is expected to be a significant challenge in the future, particularly where there is a risk of impacts on key transport corridors or settlements.

Working with communities to find new ways of rural living that are consistent with climate change will be a challenge for this part of Scotland, given the relatively high levels of dependence on the car, limited public transport, housing affordability challenges and the dispersed population.

Despite having high levels of wellbeing and quality of life, population decline is projected to continue in some regions to the west of the area, with fewer younger people and more retired people living in the area in the future. Economic diversification will help to address dependence on low wage and public sector employment.

Priorities

Our strategy aims to ensure that this part of Scotland fulfils its potential. There is significant potential for the area to develop and increase recognition of it as a place to live, work and visit. By guiding RSS and LDPs in this area, our strategy aims to:

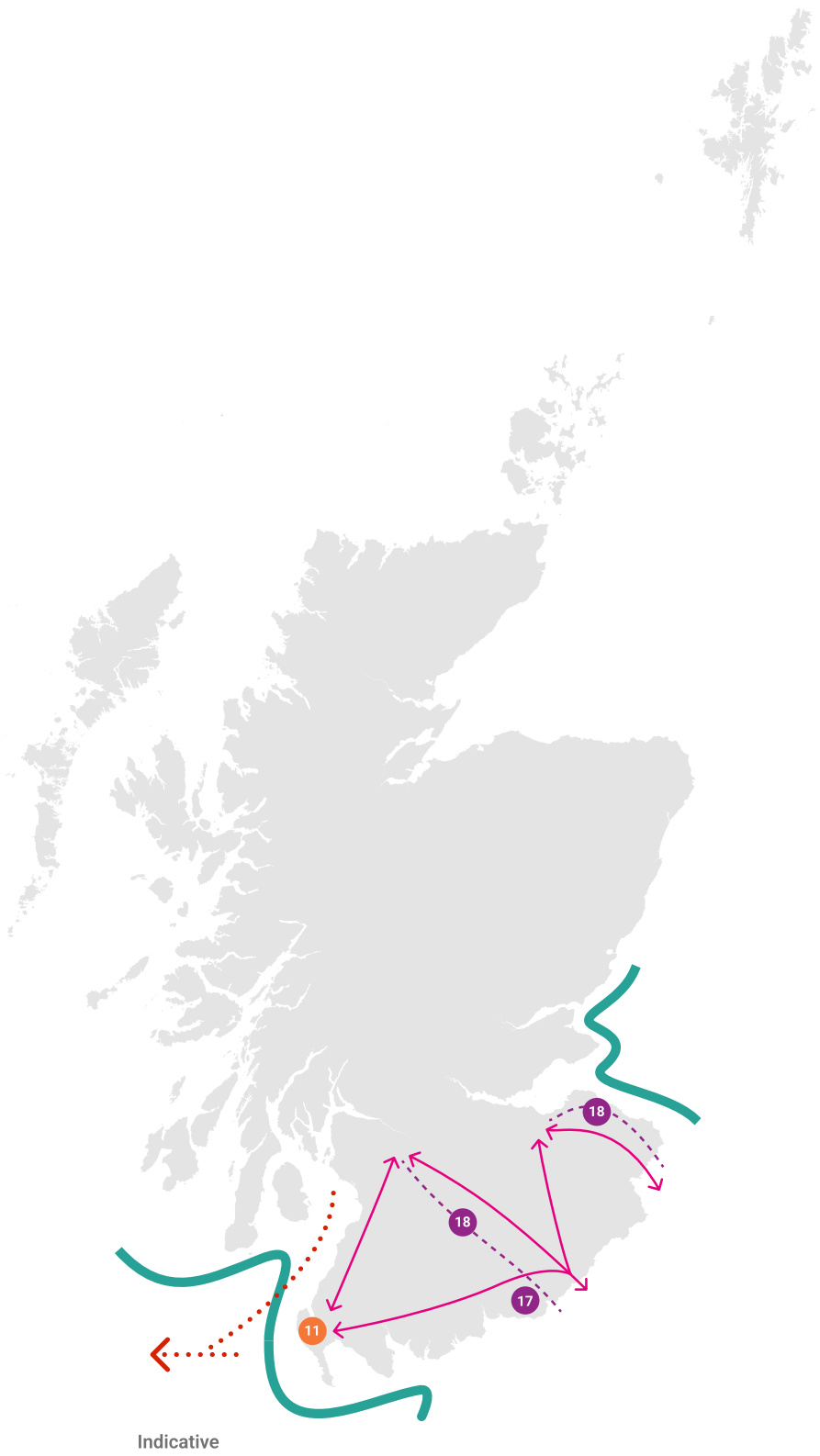
- Protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient physical and digital connections.
- Increase the population by improving local liveability, creating a low carbon network of towns and supporting sustainable rural development.
- Support local economic development whilst making sustainable use of the area's world-class environmental assets to innovate and lead greener growth.

The following national developments will also support delivery of the spatial strategy for this area:

- Pumped Hydro Storage
- Strategic Renewable Electricity Generation and Transmission Infrastructure
- Circular Economy Material Management Facilities
- National Walking, Cycling and Wheeling Network
- Stranraer Gateway
- Digital Fibre Network
- Clyde Mission
- Chapelcross Power Station Redevelopment
- High Speed Rail

Further detail about the priorities for this area is contained in Annex C. Further details of national developments are contained in Annex B.

South



Legend

- Strategic maritime routes
- Strategic connection
- Blue economy

National Developments

- 2 Pumped Hydro Storage
  Scotland Wide
- 3 Strategic Renewable Electricity Generation and Transmission Infrastructure
  Scotland Wide
- 4 Circular Economy Materials Management Facilities
  Scotland Wide
- 8 National Walking, Cycling and Wheeling Network
  Scotland Wide
- 11 Stranraer Gateway
- 12 Digital Fibre Network
  Scotland Wide
- 17 Chapelcross Power Station Redevelopment
- 18 High Speed Rail

Part 2 – National Planning Policy

Sustainable Places

Tackling the climate and nature crises

Policy Principles

Policy Intent:
To encourage, promote and facilitate development that addresses the global climate emergency and nature crisis.

Policy Outcomes:
- Zero carbon, nature positive places.

Local Development Plans:
LDPs must address the global climate emergency and nature crisis by ensuring the spatial strategy will reduce emissions and adapt to current and future risks of climate change by promoting nature recovery and restoration in the area.

Policy 1

When considering all development proposals significant weight will be given to the global climate and nature crises.

Policy impact:
- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:
All other policies.

Climate mitigation and adaptation

Policy Principles

Policy Intent:
To encourage, promote and facilitate development that minimises emissions and adapts to the current and future impacts of climate change.

Policy Outcomes:

- Emissions from development are minimised; and
- Our places are more resilient to climate change impacts.

Local Development Plans:
The LDP spatial strategy should be designed to reduce, minimise or avoid greenhouse gas emissions. The six spatial principles should form the basis of the spatial strategy, helping to guide development to, and create, sustainable locations. The strategy should be informed by an understanding of the impacts of the proposals on greenhouse gas emissions.

LDPs should support adaptation to the current and future impacts of climate change by taking into account climate risks, guiding development away from vulnerable areas, and enabling places to adapt to those risks.

Policy 2

a) Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible.

b) Development proposals will be sited and designed to adapt to current and future risks from climate change.

c) Development proposals to retrofit measures to existing developments that reduce emissions or support adaptation to climate change will be supported.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:
All other policies.

Biodiversity

Policy Principles

Policy Intent:

To protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks.

Policy Outcomes:

- Biodiversity is enhanced and better connected including through strengthened nature networks and nature-based solutions.

Local Development Plans:

LDPs should protect, conserve, restore and enhance biodiversity in line with the mitigation hierarchy. They should also promote nature recovery and nature restoration across the development plan area, including by: facilitating the creation of nature networks and strengthening connections between them to support improved ecological connectivity; restoring degraded habitats or creating new habitats; and incorporating measures to increase biodiversity, including populations of priority species.

Policy 3

a) Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.

b) Development proposals for national or major development, or for development that requires an Environmental Impact Assessment will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a demonstrably better state than without intervention. This will include future management. To inform this, best practice assessment methods should be used. Proposals within these categories will demonstrate how they have met all of the following criteria:

i. the proposal is based on an understanding of the existing characteristics of the site and its local, regional and national ecological context prior to development, including the presence of any irreplaceable habitats;

ii. wherever feasible, nature-based solutions have been integrated and made best use of;

iii. an assessment of potential negative effects which should be fully mitigated in line with the mitigation hierarchy prior to identifying enhancements;

iv. significant biodiversity enhancements are provided, in addition to any proposed mitigation. This should include nature networks, linking to and strengthening habitat connectivity within and beyond the development, secured within a reasonable timescale and with reasonable certainty. Management arrangements for their long-term retention and monitoring should be included, wherever appropriate; and

v. local community benefits of the biodiversity and/or nature networks have been considered.

c) Proposals for local development will include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance. Measures should be proportionate to the nature and scale of development. Applications for individual householder development, or which fall within scope of (b) above, are excluded from this requirement.

d) Any potential adverse impacts, including cumulative impacts, of development proposals on biodiversity, nature networks and the natural environment will be minimised through careful planning and design. This will take into account the need to reverse biodiversity loss, safeguard the ecosystem services that the natural environment provides, and build resilience by enhancing nature networks and maximising the potential for restoration.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Rebalanced development
- Rural revitalisation

Key policy connections:

- Tackling the climate and nature crises
- Climate mitigation and adaptation
- Natural places
- Soils
- Forestry, woodland and trees
- Green belts
- Coastal development
- Energy
- Design, quality and place
- Blue and green infrastructure
- Flood risk and water management

Natural places

Policy Principles

Policy Intent:

To protect, restore and enhance natural assets making best use of nature-based solutions.

Policy Outcomes:

- Natural places are protected and restored.
- Natural assets are managed in a sustainable way that maintains and grows their essential benefits and services.

Local Development Plans:

LDPs will identify and protect locally, regionally, nationally and internationally important natural assets, on land and along coasts. The spatial strategy should safeguard them and take into account the objectives and level of their protected status in allocating land for development. Spatial strategies should also better connect nature rich areas by establishing and growing nature networks to help protect and restore the biodiversity, ecosystems and natural processes in their area.

Policy 4

a) Development proposals which by virtue of type, location or scale will have an unacceptable impact on the natural environment, will not be supported.

b) Development proposals that are likely to have a significant effect on an existing or proposed European site (Special Area of Conservation or Special Protection Areas) and are not directly connected with or necessary to their conservation management are required to be subject to an "appropriate assessment" of the implications for the conservation objectives.

c) Development proposals that will affect a National Park, National Scenic Area, Site of Special Scientific Interest or a National Nature Reserve will only be supported where:

   i. The objectives of designation and the overall integrity of the areas will not be compromised; or

   ii. Any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance.

   All Ramsar sites are also European sites and/or Sites of Special Scientific Interest and are extended protection under the relevant statutory regimes.

d) Development proposals that affect a site designated as a local nature conservation site or landscape area in the LDP will only be supported where:

   i. Development will not have significant adverse effects on the integrity of the area or the qualities for which it has been identified; or

   ii. Any significant adverse effects on the integrity of the area are clearly outweighed by social, environmental or economic benefits of at least local importance.

e) The precautionary principle will be applied in accordance with relevant legislation and Scottish Government guidance.

f) Development proposals that are likely to have an adverse effect on species protected by legislation will only be supported where the proposal meets the relevant statutory tests. If there is reasonable evidence to suggest that a protected species is present on a site or may be affected by a proposed development, steps must be taken to establish its presence. The level of protection required by legislation must be factored into the planning and design of development, and potential impacts must be fully considered prior to the determination of any application.

g) Development proposals in areas identified as wild land in the Nature Scot Wild Land Areas map will only be supported where the proposal:

i. will support meeting renewable energy targets; or,

ii. is for small scale development directly linked to a rural business or croft, or is required to support a fragile community in a rural area.

All such proposals must be accompanied by a wild land impact assessment which sets out how design, siting, or other mitigation measures have been and will be used to minimise significant impacts on the qualities of the wild land, as well as any management and monitoring arrangements where appropriate. Buffer zones around wild land will not be applied, and effects of development outwith wild land areas will not be a significant consideration.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Rebalanced development
- Rural revitalisation

Key policy connections:

- Tackling the climate and nature crises
- Climate mitigation and adaptation
- Biodiversity
- Soils
- Forestry, woodland and trees
- Historic assets and places
- Green belts
- Coastal development
- Energy
- Design, quality and place
- Blue and green infrastructure
- Play, recreation and sport
- Flood risk and water management
- Rural development
- Tourism

Soils

Policy Principles

Policy Intent:
To protect carbon-rich soils, restore peatlands and minimise disturbance to soils from development.

Policy Outcomes:
- Valued soils are protected and restored.
- Soils, including carbon-rich soils, are sequestering and storing carbon.
- Soils are healthy and provide essential ecosystem services for nature, people and our economy.

Local Development Plans:
LDPs should protect locally, regionally, nationally and internationally valued soils, including land of lesser quality that is culturally or locally important for primary use.

Policy 5

a) Development proposals will only be supported if they are designed and constructed:
   i. In accordance with the mitigation hierarchy by first avoiding and then minimising the amount of disturbance to soils on undeveloped land; and
   ii. In a manner that protects soil from damage including from compaction and erosion, and that minimises soil sealing.

b) Development proposals on prime agricultural land, or land of lesser quality that is culturally or locally important for primary use, as identified by the LDP, will only be supported where it is for:
   i. Essential infrastructure and there is a specific locational need and no other suitable site;
   ii. Small-scale development directly linked to a rural business, farm or croft or for essential workers for the rural business to be able to live onsite;
   iii. The development of production and processing facilities associated with the land produce where no other local site is suitable;
   iv. The generation of energy from renewable sources or the extraction of minerals and there is secure provision for restoration; and

   In all of the above exceptions, the layout and design of the proposal minimises the amount of protected land that is required.

c) Development proposals on peatland, carbon-rich soils and priority peatland habitat will only be supported for:
   i. Essential infrastructure and there is a specific locational need and no other suitable site;
   ii. The generation of energy from renewable sources that optimises the contribution of the area to greenhouse gas emissions reductions targets;
   iii. Small-scale development directly linked to a rural business, farm or croft;
   iv. Supporting a fragile community in a rural or island area; or
   v. Restoration of peatland habitats.

d) Where development on peatland, carbon-rich soils or priority peatland habitat is proposed, a detailed site specific assessment will be required to identify:
   i. the baseline depth, habitat condition, quality and stability of carbon rich soils;
   ii. the likely effects of the development on peatland, including on soil disturbance; and
   iii. the likely net effects of the development on climate emissions and loss of carbon.

This assessment should inform careful project design and ensure, in accordance with relevant guidance and the mitigation hierarchy, that adverse impacts are first avoided and then minimised through best practice. A peat management plan will be required to demonstrate that this approach has been followed, alongside other appropriate plans required for restoring and/ or enhancing the site into a functioning peatland system capable of achieving carbon sequestration.

e) Development proposals for new commercial peat extraction, including extensions to existing sites, will only be supported where:
   i. the extracted peat is supporting the Scottish whisky industry;
   ii. there is no reasonable substitute;
   iii. the area of extraction is the minimum necessary and the proposal retains an in-situ residual depth of peat of at least 1 metre across the whole site, including drainage features;
   iv. the time period for extraction is the minimum necessary; and
   v. there is an agreed comprehensive site restoration plan which will progressively restore, over a reasonable timescale, the area of extraction to a functioning peatland system capable of achieving carbon sequestration.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Rebalanced development
- Rural revitalisation

Key policy connections:

- Tackling the climate and nature crises
- Climate mitigation and adaptation
- Biodiversity
- Natural places
- Forestry, woodland and trees
- Historic assets and places
- Energy
- Blue and green infrastructure
- Rural development

Forestry, woodland and trees

Policy Principles

Policy Intent:
To protect and expand forests, woodland and trees.

Policy Outcomes:
- Existing woodlands and trees are protected, and cover is expanded.
- Woodland and trees on development sites are sustainably managed.

Local Development Plans:
LDPs should identify and protect existing woodland and the potential for its enhancement or expansion to avoid habitat fragmentation and improve ecological connectivity, helping to support and expand nature networks. The spatial strategy should identify and set out proposals for forestry, woodlands and trees in the area, including their development, protection and enhancement, resilience to climate change, and the expansion of a range of types to provide multiple benefits. This will be supported and informed by an up to date Forestry and Woodland Strategy.

Policy 6

a) Development proposals that enhance, expand and improve woodland and tree cover will be supported.

b) Development proposals will not be supported where they will result in:

i. Any loss of ancient woodlands, ancient and veteran trees, or adverse impact on their ecological condition;

ii. Adverse impacts on native woodlands, hedgerows and individual trees of high biodiversity value, or identified for protection in the Forestry and Woodland Strategy;

iii. Fragmenting or severing woodland habitats, unless appropriate mitigation measures are identified and implemented in line with the mitigation hierarchy;

iv. Conflict with Restocking Direction, Remedial Notice or Registered Notice to Comply issued by Scottish Forestry.

c) Development proposals involving woodland removal will only be supported where they will achieve significant and clearly defined additional public benefits in accordance with relevant Scottish Government policy on woodland removal. Where woodland is removed, compensatory planting will most likely be expected to be delivered.

d) Development proposals on sites which include an area of existing woodland or land identified in the Forestry and Woodland Strategy as being suitable for woodland creation will only be supported where the enhancement and improvement of woodlands and the planting of new trees on the site (in accordance with the Forestry and Woodland Strategy) are integrated into the design.

Policy impact:
- Just Transition
- Conserving and recycling assets
- Rebalanced development
- Rural revitalisation

Key policy connections:
- Tackling the climate and nature crises
- Climate mitigation and adaptation
- Biodiversity
- Natural places
- Soils
- Historic assets and places
- Green belts
- Energy
- Design, quality and place
- Local Living and 20 minute neighbourhoods
- Heat and cooling
- Blue and green infrastructure
- Play, recreation and sport
- Flood risk and water management
- Health and safety
- Tourism

Historic assets and places

Policy Principles

Policy Intent:

To protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places.

Policy Outcomes:

- The historic environment is valued, protected, and enhanced, supporting the transition to net zero and ensuring assets are resilient to current and future impacts of climate change.
- Redundant or neglected historic buildings are brought back into sustainable and productive uses.
- Recognise the social, environmental and economic value of the historic environment, to our economy and cultural identity.

Local Development Plans:
LDPs, including through their spatial strategies, should support the sustainable management of the historic environment. They should identify, protect and enhance valued historic assets and places.

Policy 7

a) Development proposals with a potentially significant impact on historic assets or places will be accompanied by an assessment which is based on an understanding of the cultural significance of the historic asset and/or place. The assessment should identify the likely visual or physical impact of any proposals for change, including cumulative effects and provide a sound basis for managing the impacts of change.

Proposals should also be informed by national policy and guidance on managing change in the historic environment, and information held within Historic Environment Records.

b) Development proposals for the demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. Considerations include whether the:

i. building is no longer of special interest;
ii. building is incapable of physical repair and re-use as verified through a detailed structural condition survey report;
iii. repair of the building is not economically viable and there has been adequate marketing for existing and/or new uses at a price reflecting its location and condition for a reasonable period to attract interest from potential restoring purchasers; or
iv. demolition of the building is essential to delivering significant benefits to economic growth or the wider community.

c) Development proposals for the reuse, alteration or extension of a listed building will only be supported where they will preserve its character, special architectural or historic interest and setting. Development proposals affecting the setting of a listed building should preserve its character, and its special architectural or historic interest.

d) Development proposals in or affecting conservation areas will only be supported where the character and appearance of the conservation area and its setting is preserved or enhanced. Relevant considerations include the:

i. architectural and historic character of the area;
ii. existing density, built form and layout; and
iii. context and siting, quality of design and suitable materials.

e) Development proposals in conservation areas will ensure that existing natural and built features which contribute to the character of the conservation area and its setting, including structures, boundary walls, railings, trees and hedges, are retained.

f) Demolition of buildings in a conservation area which make a positive contribution to its character will only be supported where it has been demonstrated that:
   i. reasonable efforts have been made to retain, repair and reuse the building;
   ii. the building is of little townscape value;
   iii. the structural condition of the building prevents its retention at a reasonable cost; or
   iv. the form or location of the building makes its reuse extremely difficult.

g) Where demolition within a conservation area is to be followed by redevelopment, consent to demolish will only be supported when an acceptable design, layout and materials are being used for the replacement development.

h) Development proposals affecting scheduled monuments will only be supported where:
   i. direct impacts on the scheduled monument are avoided;
   ii. significant adverse impacts on the integrity of the setting of a scheduled monument are avoided; or
   iii. exceptional circumstances have been demonstrated to justify the impact on a scheduled monument and its setting and impacts on the monument or its setting have been minimised.

i) Development proposals affecting nationally important Gardens and Designed Landscapes will be supported where they protect, preserve or enhance their cultural significance, character and integrity and where proposals will not significantly impact on important views to, from and within the site, or its setting.

j) Development proposals affecting nationally important Historic Battlefields will only be supported where they protect and, where appropriate, enhance their cultural significance, key landscape characteristics, physical remains and special qualities.

k) Development proposals at the coast edge or that extend offshore will only be supported where proposals do not significantly hinder the preservation objectives of Historic Marine Protected Areas.

l) Development proposals affecting a World Heritage Site or its setting will only be supported where their Outstanding Universal Value is protected and preserved.

m) Development proposals which sensitively repair, enhance and bring historic buildings, as identified as being at risk locally or on the national Buildings at Risk Register, back into beneficial use will be supported.

n) Enabling development for historic environment assets or places that would otherwise be unacceptable in planning terms, will only be supported when it has been demonstrated that the enabling development proposed is:
   i. essential to secure the future of an historic environment asset or place which is at risk of serious deterioration or loss; and
   ii. the minimum necessary to secure the restoration, adaptation and long-term future of the historic environment asset or place.

   The beneficial outcomes for the historic environment asset or place should be secured early in the phasing of the development, and will be ensured through the use of conditions and/or legal agreements.

o) Non-designated historic environment assets, places and their setting should be protected and preserved in situ wherever feasible. Where there is potential for non-designated buried archaeological remains to exist below a site, developers will provide an evaluation of the archaeological resource at an early stage so that planning authorities can assess impacts. Historic buildings may also have archaeological significance which is not understood and may require assessment.

Where impacts cannot be avoided they should be minimised. Where it has been demonstrated that avoidance or retention is not possible, excavation, recording, analysis, archiving, publication and activities to provide public benefit may be required through the use of conditions or legal/planning obligations.

When new archaeological discoveries are made during the course of development works, they must be reported to the planning authority to enable agreement on appropriate inspection, recording and mitigation measures.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

- Tackling the climate and nature crises
- Climate mitigation and adaptation
- Natural places
- Forestry, woodland and trees
- Green belts
- Brownfield, vacant and derelict land and empty buildings
- Coastal development
- Energy
- Design, quality and place
- Local Living and 20 minute neighbourhoods
- Infrastructure first
- Quality homes
- Rural homes
- Blue and green infrastructure
- Flood risk and water management
- Digital infrastructure
- Community wealth building
- City, town, local and commercial centres
- Rural development
- Tourism
- Culture and creativity

Green belts

Policy Principles

Policy Intent:
To encourage, promote and facilitate compact urban growth and use the land around our towns and cities sustainably.

Policy Outcomes:
- Development is directed to the right locations, urban density is increased and unsustainable growth is prevented.
- The character, landscape, natural setting and identity of settlements is protected and enhanced.
- Nature networks are supported and land is managed to help tackle climate change.

Local Development Plans:
LDPs should consider using green belts, to support their spatial strategy as a settlement management tool to restrict development around towns and cities.

Green belts will not be necessary for most settlements but may be zoned around settlements where there is a significant danger of unsustainable growth in car-based commuting or suburbanisation of the countryside.

Green belts should be identified or reviewed as part of the preparation of LDPs. Boundary changes may be made to accommodate planned growth, or to extend, or alter the area covered as green belt. Detailed green belt boundaries should be based on evidence and should be clearly identified in plans.

Policy 8

a) Development proposals within a green belt designated within the LDP will only be supported if:

i) they are for:

- development associated with agriculture, woodland creation, forestry and existing woodland (including community woodlands);
- residential accommodation required and designed for a key worker in a primary industry within the immediate vicinity of their place of employment where the presence of a worker is essential to the operation of the enterprise, or retired workers where there is no suitable alternative accommodation available;
- horticulture, including market gardening and directly connected retailing, as well as community growing;
- outdoor recreation, play and sport or leisure and tourism uses; and developments that provide opportunities for access to the open countryside (including routes for active travel and core paths);
- flood risk management (such as development of blue and green infrastructure within a “drainage catchment” to manage/mitigate flood risk and/or drainage issues);
- essential infrastructure or new cemetery provision;
- minerals operations and renewable energy developments;
- intensification of established uses, including extensions to an existing building where that is ancillary to the main use;
- the reuse, rehabilitation and conversion of historic environment assets; or
- one-for-one replacements of existing permanent homes.

and

ii) the following requirements are met:

- reasons are provided as to why a green belt location is essential and why it cannot be located on an alternative site outwith the green belt;
- the purpose of the green belt at that location is not undermined;
- the proposal is compatible with the surrounding established countryside and landscape character;
- the proposal has been designed to ensure it is of an appropriate scale, massing and external appearance, and uses materials that minimise visual impact on the green belt as far as possible; and
- there will be no significant long-term impacts on the environmental quality of the green belt.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Biodiversity
Natural places
Forestry, woodland and trees
Historic assets and places
Brownfield, vacant and derelict land and empty buildings
Energy
Sustainable transport

Design, quality and place
Local Living and 20 minute neighbourhoods
Infrastructure first
Quality homes
Rural homes
Blue and green infrastructure
Play, recreation and sport
Flood risk and water management
Digital infrastructure

Business and industry
Rural development
Retail
Tourism
Minerals

Brownfield, vacant and derelict land and empty buildings

Policy Principles

Policy Intent:

To encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to help reduce the need for greenfield development.

Policy Outcomes:

- Development is directed to the right locations, maximising the use of existing assets and minimising additional land take.
- The contribution of brownfield land to nature recovery is recognised and opportunities for use as productive greenspace are realised where appropriate.
- Derelict buildings and spaces are regenerated to improve wellbeing and transform our places.

Local Development Plans:
LDPs should set out opportunities for the sustainable reuse of brownfield land including vacant and derelict land and empty buildings.

Policy 9

a) Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account.

b) Proposals on greenfield sites will not be supported unless the site has been allocated for development or the proposal is explicitly supported by policies in the LDP.

c) Where land is known or suspected to be unstable or contaminated, development proposals will demonstrate that the land is, or can be made, safe and suitable for the proposed new use.

d) Development proposals for the reuse of existing buildings will be supported, taking into account their suitability for conversion to other uses. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Historic assets and places
Zero waste

Design, quality and place
Local Living and 20 minute neighbourhoods
Infrastructure first
Quality homes
Rural homes
Blue and green infrastructure
Play, recreation and sport
Health and safety

Business and industry
City, town, local and commercial centres
Rural development
Culture and creativity

Coastal development

Policy Principles

Policy Intent:
To protect coastal communities and assets and support resilience to the impacts of climate change.

Policy Outcomes:
- Coastal areas develop sustainably and adapt to climate change.

Local Development Plans:
LDP spatial strategies should consider how to adapt coastlines to the impacts of climate change. This should recognise that rising sea levels and more extreme weather events resulting from climate change will potentially have a significant impact on coastal and islands areas, and take a precautionary approach to flood risk including by inundation. Spatial strategies should reflect the diversity of coastal areas and opportunities to use nature-based solutions to improve the resilience of coastal communities and assets. LDP spatial strategies should identify areas of developed and undeveloped coast and should align with national, sectoral and regional marine plans.

Policy 10

a) Development proposals in developed coastal areas will only be supported where the proposal:
   i. does not result in the need for further coastal protection measures taking into account future sea level change; or increase the risk to people of coastal flooding or coastal erosion, including through the loss of natural coastal defences including dune systems; and
   ii. is anticipated to be supportable in the long-term, taking into account projected climate change.

b) Development proposals in undeveloped coastal areas will only be supported where they:
   i. are necessary to support the blue economy, net zero emissions or to contribute to the economy or wellbeing of communities whose livelihood depend on marine or coastal activities, or is for essential infrastructure, where there is a specific locational need and no other suitable site;
   ii. do not result in the need for further coastal protection measures taking into account future sea level change; or increase the risk to people of coastal flooding or coastal erosion, including through the loss of natural coastal defences including dune systems; and
   iii. are anticipated to be supportable in the long-term, taking into account projected climate change; or
   iv. are designed to have a very short lifespan.

c) Development proposals for coastal defence measures will be supported if:
   i. they are consistent with relevant coastal or marine plans;
   ii. nature-based solutions are utilised and allow for managed future coastal change wherever practical; and
   iii. any in-perpetuity hard defense measures can be demonstrated to be necessary to protect essential assets.

d) Where a design statement is submitted with any planning application that may impact on the coast it will take into account, as appropriate, long-term coastal vulnerability and resilience.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Biodiversity
Natural places
Energy
Design, quality and place
Local Living and 20 minute neighbourhoods
Infrastructure first
Blue and green infrastructure
Play, recreation and sport
Flood risk and water management
Rural development
Tourism
Aquaculture

Energy

Policy Principles

Policy Intent:

To encourage, promote and facilitate all forms of renewable energy development onshore and offshore. This includes energy generation, storage, new and replacement transmission and distribution infrastructure and emerging low-carbon and zero emissions technologies including hydrogen and carbon capture utilisation and storage (CCUS).

Policy Outcomes:

- Expansion of renewable, low-carbon and zero emissions technologies.

Local Development Plans:

LDPs should seek to realise their area's full potential for electricity and heat from renewable, low carbon and zero emission sources by identifying a range of opportunities for energy development.

Policy 11

a) Development proposals for all forms of renewable, low-carbon and zero emissions technologies will be supported. These include:
   i. wind farms including repowering, extending, expanding and extending the life of existing wind farms;
   ii. enabling works, such as grid transmission and distribution infrastructure;
   iii. energy storage, such as battery storage and pumped storage hydro;
   iv. small scale renewable energy generation technology;
   v. solar arrays;
   vi. proposals associated with negative emissions technologies and carbon capture; and
   vii. proposals including co-location of these technologies.

b) Development proposals for wind farms in National Parks and National Scenic Areas will not be supported.

c) Development proposals will only be supported where they maximise net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities.

d) Development proposals that impact on international or national designations will be assessed in relation to Policy 4.

e) In addition, project design and mitigation will demonstrate how the following impacts are addressed:
   i. impacts on communities and individual dwellings, including, residential amenity, visual impact, noise and shadow flicker;
   ii. significant landscape and visual impacts, recognising that such impacts are to be expected for some forms of renewable energy. Where impacts are localised and/or appropriate design mitigation has been applied, they will generally be considered to be acceptable;
   iii. public access, including impact on long distance walking and cycling routes and scenic routes;
   iv. impacts on aviation and defence interests including seismological recording;
   v. impacts on telecommunications and broadcasting installations, particularly ensuring that transmission links are not compromised;
   vi. impacts on road traffic and on adjacent trunk roads, including during construction;
   vii. impacts on historic environment;
   viii. effects on hydrology, the water environment and flood risk;
   ix. biodiversity including impacts on birds;
   x. impacts on trees, woods and forests;
   xi. proposals for the decommissioning of developments, including ancillary infrastructure, and site restoration;
   xii. the quality of site restoration plans including the measures in place to safeguard or guarantee availability of finances to effectively implement those plans; and
   xiii. cumulative impacts.

In considering these impacts, significant weight will be placed on the contribution of the proposal to renewable energy generation targets and on greenhouse gas emissions reduction targets.

Grid capacity should not constrain renewable energy development. It is for developers to agree connections to the grid with the relevant network operator. In the case of proposals for grid infrastructure, consideration should be given to underground connections where possible.

f) Consents for development proposals may be time-limited. Areas identified for wind farms are, however, expected to be suitable for use in perpetuity.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Rebalanced development

Key policy connections:

- Tackling the climate and nature crises
- Climate mitigation and adaptation
- Biodiversity
- Natural places
- Forestry, woodland and trees
- Soils
- Historic assets and places
- Green belts
- Infrastructure first
- Heat and cooling
- Community wealth building

Zero waste

Policy Principles

Policy Intent:
To encourage, promote and facilitate development that is consistent with the waste hierarchy.

Policy Outcomes:
- The reduction and reuse of materials in construction is prioritised.
- Infrastructure for zero waste and to develop Scotland's circular economy is delivered in appropriate locations.

Local Development Plans:
LDPs should identify appropriate locations for new waste management infrastructure to support the circular economy and meet identified needs in a way that moves waste as high up the waste hierarchy as possible.

Policy 12

a) Development proposals will seek to reduce, reuse, or recycle materials in line with the waste hierarchy.

b) Development proposals will be supported where they:
   i. reuse existing buildings and infrastructure;
   ii. minimise demolition and salvage materials for reuse;
   iii. minimise waste, reduce pressure on virgin resources and enable building materials, components and products to be disassembled, and reused at the end of their useful life;
   iv. use materials with the lowest forms of embodied emissions, such as recycled and natural construction materials;
   v. use materials that are suitable for reuse with minimal reprocessing.

c) Development proposals that are likely to generate waste when operational, including residential, commercial, and industrial properties, will set out how much waste the proposal is expected to generate and how it will be managed including:
   i. provision to maximise waste reduction and waste separation at source, and
   ii. measures to minimise the cross-contamination of materials, through appropriate segregation and storage of waste; convenient access for the collection of waste; and recycling and localised waste management facilities.

d) Development proposals for waste infrastructure and facilities (except landfill and energy from waste facilities) will be only supported where:
   i. there are no unacceptable impacts (including cumulative) on the residential amenity of nearby dwellings, local communities; the transport network; and natural and historic environment assets;
   ii. environmental (including cumulative) impacts relating to noise, dust, smells, pest control and pollution of land, air and water are acceptable;
   iii. any greenhouse gas emissions resulting from the processing and transportation of waste to and from the facility are minimised;
   iv. an adequate buffer zone between sites and sensitive uses such as homes is provided taking account of the various environmental effects likely to arise;
   v. a restoration and aftercare scheme (including appropriate financial mechanisms) is provided and agreed to ensure the site is restored;
   vi. consideration has been given to co-location with end users of outputs.

e) Development proposals for new or extended landfill sites will only be supported if:
   i. there is demonstrable need for additional landfill capacity taking into account Scottish Government objectives on waste management; and
   ii. waste heat and/or electricity generation is included. Where this is considered impractical, evidence and justification will require to be provided.

f) Proposals for the capture, distribution or use of gases captured from landfill sites or waste water treatment plant will be supported.

g) Development proposals for energy-from-waste facilities will not be supported except under limited circumstances where a national or local need has been sufficiently demonstrated (e.g. in terms of capacity need or carbon benefits) as part of a strategic approach to residual waste management and where the proposal:

i. is consistent with climate change mitigation targets and in line with circular economy principles;

ii. can demonstrate that a functional heat network can be created and provided within the site for appropriate infrastructure to allow a heat network to be developed and potential local consumers have been identified;

iii. is supported by a heat and power plan, which demonstrates how energy recovered from the development would be used to provide electricity and heat and where consideration is given to methods to reduce carbon emissions of the facility (for example through carbon capture and storage)

iv. complies with relevant guidelines published by Scottish Environment Protection Agency (SEPA); and

v. has supplied an acceptable decarbonisation strategy aligned with Scottish Government decarbonisation goals.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Compact urban growth

Key policy connections:

- Tackling the climate and nature crises
- Climate mitigation and adaptation
- Brownfield, vacant and derelict land and empty buildings
- Energy
- Infrastructure first
- Heat and cooling
- Community wealth building
- Minerals

Sustainable transport

Policy Principles

Policy Intent:

To encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.

Policy Outcomes:

- Investment in transport infrastructure supports connectivity and reflects place-based approaches and local living.
- More, better, safer and more inclusive active and sustainable travel opportunities.
- Developments are in locations which support sustainable travel.

Local Development Plans:

LDPs should prioritise locations for future development that can be accessed by sustainable modes. The spatial strategy should reflect the sustainable travel hierarchy and sustainable investment hierarchy by making best use of existing infrastructure and services.

LDPs should promote a place-based approach to consider how to reduce car-dominance. This could include low traffic schemes, shared transport options, designing–in speed controls, bus/cycle priority, pedestrianisation and minimising space dedicated to car parking. Consideration should be given to the type, mix and use of development; local living and 20 minute neighbourhoods; car ownership levels; the accessibility of proposals and allocations by sustainable modes; and the accessibility for users of all abilities.

LDPs should be informed by an appropriate and effective transport appraisal undertaken in line with relevant transport appraisal guidance. Plans should be informed by evidence of the area's transport infrastructure capacity, and an appraisal of the spatial strategy on the transport network. This should identify any potential cumulative transport impacts and deliverable mitigation proposed to inform the plan's infrastructure first approach. Where there is likely to be an impact on the trunk road or rail network, early engagement with Transport Scotland is required.

Policy 13

a) Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported. This includes proposals:
   i. for electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy.
   ii. which support a mode shift of freight from road to more sustainable modes, including last-mile delivery.
   iii. that build in resilience to the effects of climate change and where appropriate incorporate blue and green infrastructure and nature rich habitats (such as natural planting or water systems).

b) Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:
   i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
   ii. Will be accessible by public transport, ideally supporting the use of existing services;
   iii. Integrate transport modes;
   iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
   v. Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
   vi. Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;

vii. Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and

viii. Adequately mitigate any impact on local public access routes.

c) Where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.

d) Development proposals for significant travel generating uses will not be supported in locations which would increase reliance on the private car, taking into account the specific characteristics of the area.

e) Development proposals which are ambitious in terms of low/no car parking will be supported, particularly in urban locations that are well-served by sustainable transport modes and where they do not create barriers to access by disabled people.

f) Development proposals for significant travel generating uses, or smaller-scale developments where it is important to monitor travel patterns resulting from the development, will only be supported if they are accompanied by a Travel Plan with supporting planning conditions/obligations. Travel plans should set out clear arrangements for delivering against targets, as well as monitoring and evaluation.

g) Development proposals that have the potential to affect the operation and safety of the Strategic Transport Network will be fully assessed to determine their impact. Where it has been demonstrated that existing infrastructure does not have the capacity to accommodate a development without adverse impacts on safety or unacceptable impacts on operational performance, the cost of the mitigation measures required to ensure the continued safe and effective operation of the network should be met by the developer.

While new junctions on trunk roads are not normally acceptable, the case for a new junction will be considered by Transport Scotland where significant economic or regeneration benefits can be demonstrated. New junctions will only be considered if they are designed in accordance with relevant guidance and where there will be no adverse impact on road safety or operational performance.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Design, quality and place
Local Living and 20 minute neighbourhoods
Infrastructure first
Quality homes
Rural homes
Blue and green infrastructure
Business and industry
City, town, local and commercial centres
Retail
Rural development
Tourism

Liveable Places

Design, quality and place

Policy Principles

Policy Intent:
To encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle.

Policy Outcomes:
- Quality places, spaces and environments.
- Places that consistently deliver healthy, pleasant, distinctive, connected, sustainable and adaptable qualities.

Local Development Plans:
LDPs should be place-based and created in line with the Place Principle**.** The spatial strategy should be underpinned by the six qualities of successful places. LDPs should provide clear expectations for design, quality and place taking account of the local context, characteristics and connectivity of the area. They should also identify where more detailed design guidance is expected, for example, by way of design frameworks, briefs, masterplans and design codes.

Planning authorities should use the Place Standard tool in the preparation of LDPs and design guidance to engage with communities and other stakeholders. They should also where relevant promote its use in early design discussions on planning applications.

Policy 14

a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.

b) Development proposals will be supported where they are consistent with the six qualities of successful places:

Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.

Pleasant: Supporting attractive natural and built spaces.

Connected: Supporting well connected networks that make moving around easy and reduce car dependency

Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.

Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.

Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

Further details on delivering the six qualities of successful places are set out in Annex D.

c) Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

All other policies.

Local Living and 20 minute neighbourhoods

Policy Principles

Policy Intent:

To encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.

Policy Outcomes:

- Places are planned to improve local living in a way that reflects local circumstances.
- A network of high-quality, accessible, mixed-use neighbourhoods which support health and wellbeing, reduce inequalities and are resilient to the effects of climate change.
- New and existing communities are planned together with homes and the key local infrastructure including schools, community centres, local shops, greenspaces, health and social care, digital and sustainable transport links.

Local Development Plans:

LDPs should support local living, including 20 minute neighbourhoods within settlements, through the spatial strategy, associated site briefs and masterplans. The approach should take into account the local context, consider the varying settlement patterns and reflect the particular characteristics and challenges faced by each place. Communities and businesses will have an important role to play in informing this, helping to strengthen local living through their engagement with the planning system.

Policy 15

a) Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development with the surrounding area, including local access to:

- sustainable modes of transport including local public transport and safe, high quality walking, wheeling and cycling networks;
- employment;
- shopping;
- health and social care facilities;
- childcare, schools and lifelong learning opportunities;
- playgrounds and informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport and recreation facilities;
- publicly accessible toilets;
- affordable and accessible housing options, ability to age in place and housing diversity.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Sustainable transport
Design, quality and place
Infrastructure first
Quality homes
Blue and green infrastructure
Play, recreation and sport
Community wealth building
City, town, local and commercial centres
Retail

Quality homes

Policy Principles

Policy Intent:

To encourage, promote and facilitate the delivery of more high quality, affordable and sustainable homes, in the right locations, providing choice across tenures that meet the diverse housing needs of people and communities across Scotland.

Policy Outcomes:

- Good quality homes are at the heart of great places and contribute to strengthening the health and wellbeing of communities.
- Provision of land in the right locations to accommodate future need and demand for new homes, supported by the appropriate infrastructure.
- More energy efficient, net zero emissions homes, supporting a greener, fairer and more inclusive wellbeing economy and community wealth building, tackling both fuel and child poverty.

Local Development Plans:

LDPs are expected to identify a Local Housing Land Requirement for the area they cover. This is to meet the duty for a housing target and to represent how much land is required. To promote an ambitious and plan-led approach, the Local Housing Land Requirement is expected to exceed the 10 year Minimum All-Tenure Housing Land Requirement (MATHLR) set out in Annex E.

Deliverable land should be allocated to meet the 10 year Local Housing Land Requirement in locations that create quality places for people to live. Areas that may be suitable for new homes beyond 10 years are also to be identified. The location of where new homes are allocated should be consistent with local living including, where relevant, 20 minute neighbourhoods and an infrastructure first approach. In rural and island areas, authorities are encouraged to set out tailored approaches to housing which reflect locally specific market circumstances and delivery approaches. Diverse needs and delivery models should be taken into account across all areas, as well as allocating land to ensure provision of accommodation for Gypsy/Travellers and Travelling Showpeople where need is identified.

The LDP delivery programme is expected to establish a deliverable housing land pipeline for the Local Housing Land Requirement. The purpose of the pipeline is to provide a transparent view of the phasing of housing allocations so that interventions, including infrastructure, that enable delivery can be planned: it is not to stage permissions. Representing when land will be brought forward, phasing is expected across the short (1-3 years), medium (4-6 years) and long-term (7-10 years). Where sites earlier in the deliverable housing land pipeline are not delivering as programmed, and alternative delivery mechanisms identified in the delivery programme are not practical, measures should be considered to enable earlier delivery of long-term deliverable sites (7-10 years) or areas identified for new homes beyond 10 years. De-allocations should be considered where sites are no longer deliverable. The annual Housing Land Audit will monitor the delivery of housing land to inform the pipeline and the actions to be taken in the delivery programme.

Policy 16

a) Development proposals for new homes on land allocated for housing in LDPs will be supported.

b) Development proposals that include 50 or more homes, and smaller developments if required by local policy or guidance, should be accompanied by a Statement of Community Benefit. The statement will explain the contribution of the proposed development to:

   i. meeting local housing requirements, including affordable homes;

   ii. providing or enhancing local infrastructure, facilities and services; and

   iii. improving the residential amenity of the surrounding area.

c) Development proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision, will be supported. This could include:
   i. self-provided homes;
   ii. accessible, adaptable and wheelchair accessible homes;
   iii. build to rent;
   iv. affordable homes;
   v. a range of size of homes such as those for larger families;
   vi. homes for older people, including supported accommodation, care homes and sheltered housing;
   vii. homes for people undertaking further and higher education; and
   viii. homes for other specialist groups such as service personnel.

d) Development proposals for public or private, permanent or temporary, Gypsy/Travellers sites and family yards and Travelling Showpeople yards, including on land not specifically allocated for this use in the LDP, should be supported where a need is identified and the proposal is otherwise consistent with the plan spatial strategy and other relevant policies, including human rights and equality.

e) Development proposals for new homes will be supported where they make provision for affordable homes to meet an identified need. Proposals for market homes will only be supported where the contribution to the provision of affordable homes on a site will be at least 25% of the total number of homes, unless the LDP sets out locations or circumstances where:
   i. a higher contribution is justified by evidence of need, or
   ii. a lower contribution is justified, for example, by evidence of impact on viability, where proposals are small in scale, or to incentivise particular types of homes that are needed to diversify the supply, such as self-build or wheelchair accessible homes.

   The contribution is to be provided in accordance with local policy or guidance.

f) Development proposals for new homes on land not allocated for housing in the LDP will only be supported in limited circumstances where:
   i. the proposal is supported by an agreed timescale for build-out; and
   ii. the proposal is otherwise consistent with the plan spatial strategy and other relevant policies including local living and 20 minute neighbourhoods;
   iii. and either:
      - delivery of sites is happening earlier than identified in the deliverable housing land pipeline. This will be determined by reference to two consecutive years of the Housing Land Audit evidencing substantial delivery earlier than pipeline timescales and that general trend being sustained; or
      - the proposal is consistent with policy on rural homes; or
      - the proposal is for smaller scale opportunities within an existing settlement boundary; or
      - the proposal is for the delivery of less than 50 affordable homes as part of a local authority supported affordable housing plan.

g) Householder development proposals will be supported where they:
   i. do not have a detrimental impact on the character or environmental quality of the home and the surrounding area in terms of size, design and materials; and
   ii. do not have a detrimental effect on the neighbouring properties in terms of physical impact, overshadowing or overlooking.

h) Householder development proposals that provide adaptations in response to risks from a changing climate, or relating to people with health conditions that lead to particular accommodation needs will be supported.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

- Tackling the climate and nature crises
- Climate mitigation and adaptation
- Green belts
- Brownfield, vacant and derelict land and empty buildings
- Sustainable transport
- Design, quality and place
- Local Living and 20 minute neighbourhoods
- Infrastructure first
- Heat and cooling
- Blue and green infrastructure
- Play, recreation and sport
- Rural homes
- Health and safety
- City, town, local and commercial centres

Rural homes

Policy Principles

Policy Intent:

To encourage, promote and facilitate the delivery of more high quality, affordable and sustainable rural homes in the right locations.

Policy Outcomes:

- Improved choice of homes across tenures so that identified local needs of people and communities in rural and island areas are met.
- Homes are provided that support sustainable rural communities and are linked with service provision.
- The distinctive character, sense of place and natural and cultural assets of rural areas are safeguarded and enhanced.

Local Development Plans:

LDPs should be informed by an understanding of population change over time, locally specific needs and market circumstances in rural and island areas.

LDPs should set out tailored approaches to rural housing and where relevant include proposals for future population growth – including provision for small-scale housing such as crofts and woodland crofts and the appropriate resettlement of previously inhabited areas. The Scottish Government's 6 fold Urban Rural Classification 2020 should be used to identify remote rural areas. Plans should reflect locally appropriate delivery approaches. Previously inhabited areas that are suitable for resettlement should be identified in the spatial strategy.

Policy 17

a) Development proposals for new homes in rural areas will be supported where the development is suitably scaled, sited and designed to be in keeping with the character of the area and the development:
   i. is on a site allocated for housing within the LDP;
   ii. reuses brownfield land where a return to a natural state has not or will not happen without intervention;
   iii. reuses a redundant or unused building;
   iv. is an appropriate use of a historic environment asset or is appropriate enabling development to secure the future of historic environment assets;
   v. is demonstrated to be necessary to support the sustainable management of a viable rural business or croft, and there is an essential need for a worker (including those taking majority control of a farm business) to live permanently at or near their place of work;
   vi. is for a single home for the retirement succession of a viable farm holding;
   vii. is for the subdivision of an existing residential dwelling; the scale of which is in keeping with the character and infrastructure provision in the area; or
   viii. reinstates a former dwelling house or is a one-for-one replacement of an existing permanent house.

b) Development proposals for new homes in rural areas will consider how the development will contribute towards local living and take into account identified local housing needs (including affordable housing), economic considerations and the transport needs of the development as appropriate for the rural location.

c) Development proposals for new homes in remote rural areas will be supported where the proposal:
   i. supports and sustains existing fragile communities;
   ii. supports identified local housing outcomes; and

iii. is suitable in terms of location, access, and environmental impact.

d) Development proposals for new homes that support the resettlement of previously inhabited areas will be supported where the proposal:

i. is in an area identified in the LDP as suitable for resettlement;
ii. is designed to a high standard;
iii. responds to its rural location; and
iv. is designed to minimise greenhouse gas emissions as far as possible.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Natural places
Historic assets and places
Green belts
Brownfield, vacant and derelict land and empty buildings
Coastal development
Sustainable transport

Design, quality and place
Local Living and 20 minute neighbourhoods
Infrastructure first
Quality homes

City, town, local and commercial centres
Rural development
Tourism

Infrastructure first

Policy Principles

Policy Intent:

To encourage, promote and facilitate an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking.

Policy Outcomes:

- Infrastructure considerations are integral to development planning and decision making and potential impacts on infrastructure and infrastructure needs are understood early in the development planning process as part of an evidenced based approach.
- Existing infrastructure assets are used sustainably, prioritising low-carbon solutions.
- Infrastructure requirements, and their planned delivery to meet the needs of communities, are clear.

Local Development Plans:

LDPs and delivery programmes should be based on an integrated infrastructure first approach. Plans should:

- be informed by evidence on infrastructure capacity, condition, needs and deliverability within the plan area, including cross boundary infrastructure;
- set out the infrastructure requirements to deliver the spatial strategy, informed by the evidence base, identifying the infrastructure priorities, and where, how, when and by whom they will be delivered; and
- indicate the type, level (or method of calculation) and location of the financial or in-kind contributions, and the types of development from which they will be required.

Plans should align with relevant national, regional and local infrastructure plans and policies and take account of the Scottish Government infrastructure investment hierarchy and sustainable travel and investment hierarchies in developing the spatial strategy. Consistent early engagement and collaboration between relevant stakeholders will better inform decisions on land use and investment.

Policy 18

a) Development proposals which provide (or contribute to) infrastructure in line with that identified as necessary in LDPs and their delivery programmes will be supported.

b) The impacts of development proposals on infrastructure should be mitigated. Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure. Where planning conditions, planning obligations, or other legal agreements are to be used, the relevant tests will apply.

Where planning obligations are entered into, they should meet the following tests:

– be necessary to make the proposed development acceptable in planning terms
– serve a planning purpose
– relate to the impacts of the proposed development
– fairly and reasonably relate in scale and kind to the proposed development
– be reasonable in all other respects

Planning conditions should only be imposed where they meet all of the following tests. They should be:

– necessary
– relevant to planning
– relevant to the development to be permitted
– enforceable
– precise
– reasonable in all other respects

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Biodiversity
Brownfield, vacant and derelict land and empty buildings
Energy
Zero waste
Sustainable transport

Design, quality and place
Local Living and 20 minute neighbourhoods
Heat and cooling
Quality homes
Rural homes
Blue and green infrastructure
Play, recreation and sport
Flood risk and water management
Health and safety
Digital infrastructure

Business and industry
City, town, local and commercial centres
Rural development

Heat and cooling

Policy Principles

Policy Intent:

To encourage, promote and facilitate development that supports decarbonised solutions to heat and cooling demand and ensure adaptation to more extreme temperatures.

Policy Outcomes:

- Development is connected to expanded heat networks which use and store heat from low or zero emission sources.
- Buildings and places are adapted to more extreme temperatures.

Local Development Plans:
LDPs should take into account the area's Local Heat & Energy Efficiency Strategy (LHEES). The spatial strategy should take into account areas of heat network potential and any designated Heat Network Zones (HNZ).

Policy 19

a) Development proposals within or adjacent to a Heat Network Zone identified in a LDP will only be supported where they are designed and constructed to connect to the existing heat network.

b) Proposals for retrofitting a connection to a heat network will be supported.

c) Where a heat network is planned but not yet in place, development proposals will only be supported where they are designed and constructed to allow for cost-effective connection at a later date.

d) National and major developments that will generate waste or surplus heat and which are located in areas of heat demand, will be supported providing wider considerations, including residential amenity, are not adversely impacted. A Heat and Power Plan should demonstrate how energy recovered from the development will be used to produce electricity and heat.

e) Development proposals for energy infrastructure will be supported where they:
   i. repurpose former fossil fuel infrastructure for the production or handling of low carbon energy;
   ii. are within or adjacent to a Heat Network Zone; and
   iii. can be cost-effectively linked to an existing or planned heat network.

f) Development proposals for buildings that will be occupied by people will be supported where they are designed to promote sustainable temperature management, for example by prioritising natural or passive solutions such as siting, orientation, and materials.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Rebalanced development

Key policy connections:

- Tackling the climate and nature crises
- Climate mitigation and adaptation
- Energy
- Zero waste
- Infrastructure first
- Blue and green infrastructure
- Business and industry

Blue and green infrastructure

Policy Principles

Policy Intent:

To protect and enhance blue and green infrastructure and their networks.

Policy Outcomes:

- Blue and green infrastructure are an integral part of early design and development processes; are designed to deliver multiple functions including climate mitigation, nature restoration, biodiversity enhancement, flood prevention and water management.
- Communities benefit from accessible, high quality blue, green and civic spaces.

Local Development Plans:

LDPs should be informed by relevant, up-to-date audits and/or strategies, covering the multiple functions and benefits of blue and green infrastructure. The spatial strategy should identify and protect blue and green infrastructure assets and networks; enhance and expand existing provision including new blue and/or green infrastructure. This may include retrofitting. Priorities for connectivity to other blue and/or green infrastructure assets, including to address cross-boundary needs and opportunities, should also be identified.

LDPs should encourage the permanent or temporary use of unused or under-used land as green infrastructure. Where this is temporary, this should not prevent future development potential from being realised.

LDPs should safeguard access rights and core paths, including active travel routes, and encourage new and enhanced opportunities for access linked to wider networks.

Policy 20

a) Development proposals that result in fragmentation or net loss of existing blue and green infrastructure will only be supported where it can be demonstrated that the proposal would not result in or exacerbate a deficit in blue or green infrastructure provision, and the overall integrity of the network will be maintained. The planning authority's Open Space Strategy should inform this.

b) Development proposals for or incorporating new or enhanced blue and/or green infrastructure will be supported. Where appropriate, this will be an integral element of the design that responds to local circumstances.

Design will take account of existing provision, new requirements and network connections (identified in relevant strategies such as the Open Space Strategies) to ensure the proposed blue and/or green infrastructure is of an appropriate type(s), quantity, quality and accessibility and is designed to be multi-functional and well integrated into the overall proposals.

c) Development proposals in regional and country parks will only be supported where they are compatible with the uses, natural habitats, and character of the park.

d) Development proposals for temporary open space or green space on unused or under-used land will be supported.

e) Development proposals that include new or enhanced blue and/or green infrastructure will provide effective management and maintenance plans covering the funding arrangements for their long-term delivery and upkeep, and the party or parties responsible for these.

Policy impact:

- Just Transition
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Biodiversity
Natural places
Soils
Forestry, woodland and trees
Historic assets and places
Green belts
Sustainable transport

Design, quality and place
Local Living and 20 minute neighbourhoods
Infrastructure first
Heat and cooling
Quality homes
Play, recreation and sport
Flood risk and water management
Health and safety

City, town, local and commercial centres
Rural development

Play, recreation and sport

Policy Principles

Policy Intent:

To encourage, promote and facilitate spaces and opportunities for play, recreation and sport.

Policy Outcomes:

- Natural and built environments are improved, with more equitable access to opportunities for play and recreation.
- Physical and mental health are improved through provision of, and access to, outdoor recreation, play and sport facilities.

Local Development Plans:

LDPs should identify sites for sports, play and outdoor recreation for people of all ages. This should be based on an understanding of the needs and demand in the community and informed by the planning authority's Play Sufficiency Assessment and Open Space Strategy. These spaces can be incorporated as part of enhancing and expanding blue and green infrastructure, taking account of relevant agencies' plans or policy frameworks, such as flood risk and/or water management plans. New provisions should be well-designed, high quality, accessible and inclusive.

Policy 21

a) Development proposals which result in the loss of outdoor sports facilities will only be supported where the proposal:

i. is ancillary to the principal use of the site as an outdoor sports facility; or

ii. involves only a minor part of the facility and would not affect its use; or

iii. meets a requirement to replace the facility which would be lost, either by a new facility or by upgrading an existing facility to provide a better quality facility. The location will be convenient for users and the overall playing capacity of the area will be maintained; or

iv. can demonstrate that there is a clear excess of provision to meet current and anticipated demand in the area, and that the site would be developed without detriment to the overall quality of provision.

This should be informed by the local authority's Open Space Strategy and/or Play Sufficiency Assessment and in consultation with sportscotland where appropriate.

b) Development proposals that result in the quantitative and/or qualitative loss of children's outdoor play provision, will only be supported where it can be demonstrated that there is no ongoing or future demand or the existing play provision will be replaced by a newly created, or improved existing asset, that is better quality or more appropriate.

This should be informed by the planning authority's Play Sufficiency Assessment.

c) Development proposals for temporary or informal play space on unused or underused land will be supported.

d) Development proposals likely to be occupied or used by children and young people will be supported where they incorporate well-designed, good quality provision for play, recreation, and relaxation that is proportionate to the scale and nature of the development and existing provision in the area.

e) Development proposals that include new streets and public realm should be inclusive and enable children and young people to play and move around safely and independently, maximising opportunities for informal and incidental play in the neighbourhood.

f) New, replacement or improved play provision will, as far as possible and as appropriate:

i. provide stimulating environments;

ii. provide a range of play experiences including opportunities to connect with nature;

iii. be inclusive;

iv. be suitable for different ages of children and young people;

v. be easily and safely accessible by children and young people independently, including those with a disability;

vi. incorporate trees and/or other forms of greenery;
vii. form an integral part of the surrounding neighbourhood;
viii. be well overlooked for passive surveillance;
ix. be linked directly to other open spaces and play areas.

g) Development proposals that include new or enhanced play or sport facilities will provide effective management and maintenance plans covering the funding arrangements for their long-term delivery and upkeep, and the party or parties responsible for these.

Policy impact:

- Just Transition
- Compact urban growth
- Local living
- Rebalanced development
- Rural revitalisation

Key policy connections:

- Tackling the climate and nature crises
- Climate mitigation and adaptation
- Biodiversity
- Natural places
- Forestry, woodland and trees
- Historic assets and places
- Green belts
- Brownfield, vacant and derelict land and empty buildings
- Sustainable transport
- Design, quality and place
- Local Living and 20 minute neighbourhoods
- Infrastructure first
- Quality homes
- Rural homes
- Blue and green infrastructure
- Flood risk and water management
- Health and safety
- City, town, local and commercial centres
- Culture and creativity

Flood risk and water management

Policy Principles

Policy Intent:

To strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding.

Policy Outcomes:

- Places are resilient to current and future flood risk.
- Water resources are used efficiently and sustainably.
- Wider use of natural flood risk management benefits people and nature.

Local Development Plans:

LDPs should strengthen community resilience to the current and future impacts of climate change, by avoiding development in areas at flood risk as a first principle. Resilience should also be supported by managing the need to bring previously used sites in built up areas into positive use; planning for adaptation measures; and identifying opportunities to implement improvements to the water environment through natural flood risk management and blue green infrastructure.

Plans should take into account the probability of flooding from all sources and make use of relevant flood risk and river basin management plans for the area. A precautionary approach should be taken, regarding the calculated probability of flooding as a best estimate, not a precise forecast. For areas where climate change is likely to result in increased flood exposure that becomes unmanageable, consideration should be given to alternative sustainable land use.

Policy 22

a) Development proposals at risk of flooding or in a flood risk area will only be supported if they are for:

i. essential infrastructure where the location is required for operational reasons;

ii. water compatible uses;

iii. redevelopment of an existing building or site for an equal or less vulnerable use; or.

iv. redevelopment of previously used sites in built up areas where the LDP has identified a need to bring these into positive use and where proposals demonstrate that long-term safety and resilience can be secured in accordance with relevant SEPA advice.

The protection offered by an existing formal flood protection scheme or one under construction can be taken into account when determining flood risk.

In such cases, it will be demonstrated by the applicant that:

- all risks of flooding are understood and addressed;
- there is no reduction in floodplain capacity, increased risk for others, or a need for future flood protection schemes;
- the development remains safe and operational during floods;
- flood resistant and resilient materials and construction methods are used; and
- future adaptations can be made to accommodate the effects of climate change.

Additionally, for development proposals meeting criteria part iv), where flood risk is managed at the site rather than avoided these will also require:

- the first occupied/utilised floor, and the underside of the development if relevant, to be above the flood risk level and have an additional allowance for freeboard; and
- that the proposal does not create an island of development and that safe access/egress can be achieved.

b) Small scale extensions and alterations to existing buildings will only be supported where they will not significantly increase flood risk.

c) Development proposals will:

i. not increase the risk of surface water flooding to others, or itself be at risk.

ii. manage all rain and surface water through sustainable urban drainage systems (SUDS), which should form part of and integrate with proposed and existing blue-green infrastructure. All proposals should presume no surface water connection to the combined sewer;

iii. seek to minimise the area of impermeable surface.

d) Development proposals will be supported if they can be connected to the public water mains. If connection is not feasible, the applicant will need to demonstrate that water for drinking water purposes will be sourced from a sustainable water source that is resilient to periods of water scarcity.

e) Development proposals which create, expand or enhance opportunities for natural flood risk management, including blue and green infrastructure, will be supported.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Biodiversity
Green belts
Coastal development
Design, quality and place
Infrastructure first
Quality homes
Blue and green infrastructure
Health and safety
Business and industry

Health and safety

Policy Principles

Policy Intent:

To protect people and places from environmental harm, mitigate risks arising from safety hazards and encourage, promote and facilitate development that improves health and wellbeing.

Policy Outcomes:

- Health is improved and health inequalities are reduced.
- Safe places protect human health and the environment.
- A planned approach supports health infrastructure delivery.

Local Development Plans:

LDP spatial strategies should seek to tackle health inequalities particularly in places which are experiencing the most disadvantage. They should identify the health and social care services and infrastructure needed in the area, including potential for co-location of complementary services, in partnership with Health Boards and Health and Social Care Partnerships.

LDPs should create healthier places for example through opportunities for exercise, healthier lifestyles, land for community food growing and allotments, and awareness of locations of concern for suicide.

Spatial strategies should maintain appropriate distances between sites with hazardous substances and areas where the public are likely to be present and areas of particular natural sensitivity or interest.

Policy 23

a) Development proposals that will have positive effects on health will be supported. This could include, for example, proposals that incorporate opportunities for exercise, community food growing or allotments.

b) Development proposals which are likely to have a significant adverse effect on health will not be supported. A Health Impact Assessment may be required.

c) Development proposals for health and social care facilities and infrastructure will be supported.

d) Development proposals that are likely to have significant adverse effects on air quality will not be supported. Development proposals will consider opportunities to improve air quality and reduce exposure to poor air quality. An air quality assessment may be required where the nature of the proposal or the air quality in the location suggest significant effects are likely.

e) Development proposals that are likely to raise unacceptable noise issues will not be supported. The agent of change principle applies to noise sensitive development. A Noise Impact Assessment may be required where the nature of the proposal or its location suggests that significant effects are likely.

f) Development proposals will be designed to take into account suicide risk.

g) Development proposals within the vicinity of a major accident hazard site or major accident hazard pipeline (because of the presence of toxic, highly reactive, explosive or inflammable substances) will consider the associated risks and potential impacts of the proposal and the major accident hazard site/pipeline of being located in proximity to one another.

h) Applications for hazardous substances consent will consider the likely potential impacts on surrounding populations and the environment.

i) Any advice from Health and Safety Executive, the Office of Nuclear Regulation or the Scottish Environment Protection Agency that planning permission or hazardous substances consent should be refused, or conditions to be attached to a grant of consent, should not be overridden by the decision maker without the most careful consideration.

j) Similar considerations apply in respect of development proposals either for or near licensed explosive sites (including military explosive storage sites).

Policy impact:

- Just Transition
- Local living
- Compact urban growth
- Rebalanced development

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Forestry, woodland and trees
Energy
Zero waste
Sustainable transport

Design, quality and place
Local Living and 20 minute neighbourhoods
Infrastructure first
Heat and cooling
Quality homes
Blue and green infrastructure
Play, recreation and sport
Flood risk and water management
Digital infrastructure

Business and industry
City, town, local and commercial centres
Retail
Culture and creativity
Aquaculture
Minerals

Digital infrastructure

Policy Principles

Policy Intent:
To encourage, promote and facilitate the roll-out of digital infrastructure across Scotland to unlock the potential of all our places and the economy.

Policy Outcomes:

- Appropriate, universal and future proofed digital infrastructure across the country.
- Local living is supported and the need to travel is reduced.

Local Development Plans:
LDPs should support the delivery of digital infrastructure, including fixed line and mobile connectivity, particularly in areas with gaps in connectivity and barriers to digital access.

Policy 24

a) Development proposals that incorporate appropriate, universal, and future-proofed digital infrastructure will be supported.

b) Development proposals that deliver new digital services or provide technological improvements, particularly in areas with no or low connectivity capacity, will be supported.

c) Development proposals that are aligned with and support the delivery of local or national programmes for the roll-out of digital infrastructure will be supported.

d) Development proposals that deliver new connectivity will be supported where there are benefits of this connectivity for communities and the local economy.

e) Development proposals for digital infrastructure will only be supported where:

i. the visual and amenity impacts of the proposed development have been minimised through careful siting, design, height, materials and, landscaping, taking into account cumulative impacts and relevant technical constraints;

ii. it has been demonstrated that, before erecting a new ground based mast, the possibility of erecting antennas on an existing building, mast or other structure, replacing an existing mast and/or site sharing has been explored; and

iii. there is no physical obstruction to aerodrome operations, technical sites, or existing transmitter/receiver facilities.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

Tackling the climate and nature crises
Natural places
Green belts
Zero waste
Design, quality and place
Local Living and 20 minute neighbourhoods
Infrastructure first
Health and safety
Community wealth building
Business and industry
City, town, local and commercial centres
Rural development

Productive Places

Community wealth building

Policy Principles

Policy Intent:

To encourage, promote and facilitate a new strategic approach to economic development that also provides a practical model for building a wellbeing economy at local, regional and national levels.

Policy Outcomes:

- local economic development that focuses on community and place benefits as a central and primary consideration – to support local employment and supply chains.
- support community ownership and management of buildings and land.

Local Development Plans:

LDPs should be aligned with any strategy for community wealth building for the area. Spatial strategies should address community wealth building priorities; identify community assets; set out opportunities to tackle economic disadvantage and inequality; and seek to provide benefits for local communities.

Policy 25

a) Development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported. This could include for example improving community resilience and reducing inequalities; increasing spending within communities; ensuring the use of local supply chains and services; local job creation; supporting community led proposals, including creation of new local firms and enabling community led ownership of buildings and assets.

b) Development proposals linked to community ownership and management of land will be supported.

Policy impact:

- Just Transition
- Rebalanced development
- Rural revitalisation

Key policy connections:

- Brownfield, vacant and derelict land and empty buildings
- Local Living and 20 minute neighbourhoods
- Business and industry

Business and industry

Policy Principles

Policy Intent:

To encourage, promote and facilitate business and industry uses and to enable alternative ways of working such as home working, live-work units and micro-businesses.

Policy Outcomes:

- Recovery within the business and industry sector is sustainable and inclusive.
- Investment in the business and industrial sector contributes to community wealth building.

Local Development Plans:

LDPs should allocate sufficient land for business and industry, taking into account business and industry land audits, in particular ensuring that there is a suitable range of sites that meet current market demand, location, size and quality in terms of accessibility and services. This allocation should take account of local economic strategies and support broader objectives of delivering a low carbon and net zero economic recovery, and a fairer and more inclusive wellbeing economy.

Policy 26

a) Development proposals for business and industry uses on sites allocated for those uses in the LDP will be supported.

b) Development proposals for home working, live-work units and micro-businesses will be supported where it is demonstrated that the scale and nature of the proposed business and building will be compatible with the surrounding area and there will be no unacceptable impacts on amenity or neighbouring uses.

c) Development proposals for business and industry uses will be supported where they are compatible with the primary business function of the area. Other employment uses will be supported where they will not prejudice the primary function of the area and are compatible with the business/industrial character of the area.

d) Development proposals for business, general industrial and storage and distribution uses outwith areas identified for those uses in the LDP will only be supported where:

   i. It is demonstrated that there are no suitable alternatives allocated in the LDP or identified in the employment land audit; and

   ii. The nature and scale of the activity will be compatible with the surrounding area.

e) Development proposals for business and industry will take into account:

   i. Impact on surrounding residential amenity; sensitive uses and the natural and historic environment;

   ii. The need for appropriate site restoration at the end of a period of commercial use.

f) Major developments for manufacturing or industry will be accompanied by a decarbonisation strategy to demonstrate how greenhouse gas emissions from the process are appropriately abated. The strategy may include carbon capture and storage.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Sustainable transport
Design, quality and place
Local Living and 20 minute neighbourhoods
Health and safety
Digital infrastructure
Community wealth building
City, town, local and commercial centres
Rural development

City, town, local and commercial centres

Policy Principles

Policy Intent:

To encourage, promote and facilitate development in our city and town centres, recognising they are a national asset. This will be achieved by applying the Town Centre First approach to help centres adapt positively to long-term economic, environmental and societal changes, and by encouraging town centre living.

Policy Outcomes:

- Centres are vibrant, healthy, creative, enterprising, accessible and resilient places for people to live, learn, work, enjoy and visit.
- Development is directed to the most sustainable locations that are accessible by a range of sustainable transport modes and provide communities with easy access to the goods, services and recreational opportunities they need.

Local Development Plans:

LDPs should support sustainable futures for city, town and local centres, in particular opportunities to enhance city and town centres. They should, where relevant, also support proposals for improving the sustainability of existing commercial centres where appropriate.

LDPs should identify a network of centres that reflect the principles of 20 minute neighbourhoods and the town centre vision.

LDPs should be informed by evidence on where clustering of non-retail uses may be adversely impacting on the wellbeing of communities. They should also consider, and if appropriate, identify any areas where drive-through facilities may be acceptable where they would not negatively impact on the principles of local living or sustainable travel.

LDPs should provide a proportion of their Local Housing Land Requirements in city and town centres and be proactive in identifying opportunities to support residential development.

Policy 27

a) Development proposals that enhance and improve the vitality and viability of city, town and local centres, including proposals that increase the mix of uses, will be supported.

b) Development proposals will be consistent with the town centre first approach. Proposals for uses which will generate significant footfall, including commercial, leisure, offices, community, sport and cultural facilities, public buildings such as libraries, education and healthcare facilities, and public spaces:

   i. will be supported in existing city, town and local centres, and

   ii. will not be supported outwith those centres unless a town centre first assessment demonstrates that:

      - all centre and edge of centre options have been sequentially assessed and discounted as unsuitable or unavailable;
      - the scale of development cannot reasonably be altered or reduced in scale to allow it to be accommodated in a centre; and
      - the impacts on existing centres have been thoroughly assessed and there will be no significant adverse effect on the vitality and viability of the centres.

Town Centre First Assessment

For development proposals which are out of city/town centre and which will generate significant footfall a Town Centre First Assessment will be provided. Applicants should agree the data required with the planning authority before undertaking the assessment, and should present information on areas of dispute in a succinct and comparable form.

The town centre first assessment should:

– identify the potential relationship of the proposed development with the network of centres identified in the LDP;
– demonstrate the potential economic impact of the development and any possible displacement effects, including the net impact on jobs; and
– consider supply chains and whether local suppliers and workers will be a viable option; and
– the environmental impact of transporting goods and of staff and visitors travelling to the location.

The town centre first assessment should be applied flexibly and realistically for community, education, health and social care and sport and leisure facilities so that they are easily accessible to the communities they are intended to serve.

c) Development proposals for non-retail uses will not be supported if further provision of these services will undermine the character and amenity of the area or the health and wellbeing of communities, particularly in disadvantaged areas. These uses include:
   i. Hot food takeaways, including permanently sited vans;
   ii. Betting offices; and
   iii. High interest money lending premises.

d) Drive-through developments will only be supported where they are specifically supported in the LDP.

Town centre living

e) Development proposals for residential development within city/town centres will be supported, including:
   i. New build residential development.
   ii. The re-use of a vacant building within city/town centres where it can be demonstrated that the existing use is no longer viable and the proposed change of use adds to viability and vitality of the area.
   iii. The conversion, or reuse of vacant upper floors of properties within city/town centres for residential.

f) Development proposals for residential use at ground floor level within city/town centres will only be supported where the proposal will:
   i. retain an attractive and appropriate frontage;
   ii. not adversely affect the vitality and viability of a shopping area or the wider centre; and
   iii. not result in an undesirable concentration of uses, or 'dead frontages'.

g) Development proposals for city or town centre living will take into account the residential amenity of the proposal. This must be clearly demonstrated where the proposed development is in the same built structure as:
   i. a hot food premises, live music venue, amusement arcade/centre, casino or licensed premises (with the exception of hotels, restaurants, cafés or off licences); and/or
   ii. there is a common or shared access with licenced premises or other use likely to be detrimental to residential amenity.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Historic assets and places
Brownfield, vacant and derelict land and empty buildings
Sustainable transport

Design, quality and place
Local Living and 20 minute neighbourhoods
Infrastructure first
Quality homes
Blue and green infrastructure
Play, recreation and sport
Health and safety

Community wealth building
Business and industry
Retail
Rural development
Tourism
Culture and creativity

Retail

Policy Principles

Policy Intent:

To encourage, promote and facilitate retail investment to the most sustainable locations that are most accessible by a range of sustainable transport modes.

Policy Outcomes:

- Retail development and the location of shops support vibrant city, town and local centres.
- Communities can access the shops and goods they need by a range of sustainable transport modes including on foot, by bike, and by public transport, as part of local living.

Local Development Plans:

LDPs should consider where there may be a need for further retail provision, this may be:

- where a retail study identifies deficiencies in retail provision in terms of quality and quantity in an area; or
- when allocating sites for housing or the creation of new communities, in terms of the need for neighbourhood shopping, and supporting local living.

LDPs should identify areas where proposals for healthy food and drink outlets can be supported.

Policy 28

a) Development proposals for retail (including expansions and changes of use) will be consistent with the town centre first principle. This means that new retail proposals:
   i. will be supported in existing city, town and local centres, and
   ii. will be supported in edge-of-centre areas or in commercial centres if they are allocated as sites suitable for new retail development in the LDP.
   iii. will not be supported in out of centre locations (other than those meeting policy 28(c) or 28(d)).

b) Development proposals for retail that are consistent with the sequential approach (set out in a) and click-and-collect locker pick up points, will be supported where the proposed development:
   i. is of an appropriate scale for the location;
   ii. will have an acceptable impact on the character and amenity of the area; and
   iii. is located to best channel footfall and activity, to benefit the place as a whole.

c) Proposals for new small scale neighbourhood retail development will be supported where the proposed development:
   i. contributes to local living, including where relevant 20 minute neighbourhoods and/or
   ii. can be demonstrated to contribute to the health and wellbeing of the local community.

d) In island and rural areas, development proposals for shops ancillary to other uses such as farm shops, craft shops and shops linked to petrol/service/charging stations will be supported where:
   i. it will serve local needs, support local living and local jobs;
   ii. the potential impact on nearby town and commercial centres or village/local shops is acceptable;
   iii. it will provide a service throughout the year; and
   iv. the likely impacts of traffic generation and access and parking arrangements are acceptable.

Policy impact:

- Local living
- Compact urban growth
- Rural revitalisation

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Sustainable transport
Design, quality and place
Local Living and 20 minute neighbourhoods
Health and safety
City, town, local and commercial centres
Rural development

Rural development

Policy Principles

Policy Intent:

To encourage rural economic activity, innovation and diversification whilst ensuring that the distinctive character of the rural area and the service function of small towns, natural assets and cultural heritage are safeguarded and enhanced.

Policy Outcomes:

- Rural places are vibrant and sustainable and rural communities and businesses are supported.
- A balanced and sustainable rural population.

Local Development Plans:

LDPs should identify the characteristics of rural areas within the plan area, including the existing pattern of development, pressures, environmental assets, community priorities and economic needs of each area. The spatial strategy should set out an appropriate approach to development in rural areas which reflects the identified characteristics. The Scottish Government's 6 fold Urban Rural Classification 2020 should be used to identify remote rural areas. Spatial strategies should support the sustainability and prosperity of rural communities and economies. Previously inhabited areas which are suitable for resettlement should be identified in the spatial strategy.

Policy 29

a) Development proposals that contribute to the viability, sustainability and diversity of rural communities and local rural economy will be supported, including:
   i. farms, crofts, woodland crofts or other land use businesses, where use of good quality land for development is minimised and business viability is not adversely affected;
   ii. diversification of existing businesses;
   iii. production and processing facilities for local produce and materials, for example sawmills, or local food production;
   iv. essential community services;
   v. essential infrastructure;
   vi. reuse of a redundant or unused building;
   vii. appropriate use of a historic environment asset or is appropriate enabling development to secure the future of historic environment assets;
   viii. reuse of brownfield land where a return to a natural state has not or will not happen without intervention;
   ix. small scale developments that support new ways of working such as remote working, homeworking and community hubs; or
   x. improvement or restoration of the natural environment.

b) Development proposals in rural areas should be suitably scaled, sited and designed to be in keeping with the character of the area. They should also consider how the development will contribute towards local living and take into account the transport needs of the development as appropriate for the rural location.

c) Development proposals in remote rural areas, where new development can often help to sustain fragile communities, will be supported where the proposal:
   i. will support local employment;
   ii. supports and sustains existing communities, for example through provision of digital infrastructure; and
   iii. is suitable in terms of location, access, siting, design and environmental impact.

d) Development proposals that support the resettlement of previously inhabited areas will be supported where the proposal:
   i. is in an area identified in the LDP as suitable for resettlement;
   ii. is designed to a high standard;
   iii. responds to their rural location; and
   iv. is designed to minimise greenhouse gas emissions as far as possible.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Compact urban growth
- Rebalanced development
- Rural revitalisation

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Natural places
Soils
Historic assets and places
Green belts
Brownfield, vacant and derelict land and empty buildings
Coastal development
Sustainable transport

Design, quality and place
Local Living and 20 minute neighbourhoods
Infrastructure first
Rural homes
Blue and green infrastructure
Flood risk and water management

Business and industry
City, town, local and commercial centres
Retail
Tourism
Culture and creativity
Aquaculture
Minerals

Tourism

Policy Principles

Policy Intent:

To encourage, promote and facilitate sustainable tourism development which benefits local people, is consistent with our net zero and nature commitments, and inspires people to visit Scotland.

Policy Outcomes:

- Communities and places enjoy economic, social and cultural benefits from tourism, supporting resilience and stimulating job creation.

Local Development Plans:
LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment. Relevant national and local sector driven tourism strategies should also be taken into account.

The spatial strategy should also identify areas of pressure where existing tourism provision is having adverse impacts on the environment or the quality of life and health and wellbeing of local communities, and where further development is not appropriate.

Policy 30

a) Development proposals for new or extended tourist facilities or accommodation, including caravan and camping sites, in locations identified in the LDP, will be supported.

b) Proposals for tourism related development will take into account:
   i. The contribution made to the local economy;
   ii. Compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors;
   iii. Impacts on communities, for example by hindering the provision of homes and services for local people;
   iv. Opportunities for sustainable travel and appropriate management of parking and traffic generation and scope for sustaining public transport services particularly in rural areas;
   v. Accessibility for disabled people;
   vi. Measures taken to minimise carbon emissions;
   vii. Opportunities to provide access to the natural environment.

c) Development proposals that involve the change of use of a tourism-related facility will only be supported where it is demonstrated that the existing use is no longer viable and that there is no requirement for alternative tourism-related facilities in the area.

d) Proposals for huts will be supported where the nature and scale of the development is compatible with the surrounding area and the proposal complies with relevant good practice guidance.

e) Development proposals for the reuse of existing buildings for short term holiday letting will not be supported where the proposal will result in:
   i. An unacceptable impact on local amenity or the character of a neighbourhood or area; or
   ii. The loss of residential accommodation where such loss is not outweighed by demonstrable local economic benefits.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Rebalanced development
- Rural revitalisation

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Natural places
Historic assets and places
Coastal development
Sustainable transport
Design, quality and place
Quality homes
Rural homes
Health and safety
Community wealth building
City, town, local and commercial centres
Retail
Rural development
Culture and creativity

Culture and creativity

Policy Principles

Policy Intent:

To encourage, promote and facilitate development which reflects our diverse culture and creativity, and to support our culture and creative industries.

Policy Outcomes:

- Locally distinctive places reflect the diversity of communities and support regeneration and town centre vibrancy.
- Cultural and creative industries are expanded, providing jobs and investment.
- Communities have access to cultural and creative activities.

Local Development Plans:
LDPs should recognise and support opportunities for jobs and investment in the creative sector, culture, heritage and the arts.

Policy 31

a) Development proposals that involve a significant change to existing, or the creation of new, public open spaces will make provision for public art. Public art proposals which reflect diversity, culture and creativity will be supported.

b) Development proposals for creative workspaces or other cultural uses that involve the temporary use of vacant spaces or property will be supported.

c) Development proposals that would result in the loss of an arts or cultural venue will only supported where:

i. there is no longer a sustainable demand for the venue and after marketing the site at a reasonable rate for at least 12 months, through relevant local and national agents and online platforms, there has been no viable interest from potential operators; or

ii. the venue, as evidenced by consultation, no longer meets the needs of users and cannot be adapted; or

iii. alternative provision of equal or greater standard is made available at a suitable location within the local area; and

iv. the loss of the venue does not result in loss or damage to assets or objects of significant cultural value.

d) Development proposals within the vicinity of existing arts venues will fully reflect the agent of change principle and will only be supported where they can demonstrate that measures can be put in place to ensure that existing noise and disturbance impacts on the proposed development would be acceptable and that existing venues and facilities can continue without additional restrictions being placed on them as a result of the proposed new development.

Policy impact:

- Just Transition
- Conserving and recycling assets
- Local living
- Rebalanced development

Key policy connections:

Tackling the climate and nature crises
Climate mitigation and adaptation
Historic assets and places
Brownfield, vacant and derelict land and empty buildings
Zero waste
Sustainable transport
Design, quality and place
Local Living and 20 minute neighbourhoods
Blue and green infrastructure
Play, recreation and sport
Health and safety
Digital infrastructure
Community wealth building
City, town, local and commercial centres
Rural development
Tourism

Aquaculture

Policy Principles

Policy Intent:

To encourage, promote and facilitate aquaculture development and minimise any adverse effects on the environment, including cumulative impacts.

Planning should support an aquaculture industry that is sustainable, diverse, competitive, economically viable and which contributes to food security, whilst operating with social licence, within environmental limits and which ensures there is a thriving marine ecosystem for future generations.

Policy Outcomes:

- New aquaculture development is in locations that reflect industry needs and considers environmental impacts.
- Producers will contribute to communities and local economies.
- Prosperous finfish, shellfish and seaweed sectors.
- Migratory fish species are safeguarded.

Local Development Plans:
LDPs should guide new aquaculture development in line with National and Regional Marine Planning, and will minimise adverse environmental impacts, including cumulative impacts, that arise from other existing and planned aquaculture developments in the area while also reflecting industry needs.

Policy 32

a) To safeguard migratory fish species, further salmon and trout open pen fish farm developments on the north and east coasts of mainland Scotland will not be supported.

b) Development proposals for aquaculture will be supported where they comply with the LDP, the National Marine Plan and, where relevant, the appropriate Regional Marine Plan.

c) Development proposals for fish farms will demonstrate that operational impacts (including from noise, acoustic deterrent devices (where applicable) light, access, navigation, containment, deposition, waste emissions and sea lice, impacts on wild salmonids, aquaculture litter (and odour and impacts on other marine users)) are acceptable and comply with the relevant regulatory framework.

d) Development proposals for fish farm developments will only be supported where the following impacts have been assessed and mitigated:

i. landscape and visual impact of the proposal including the siting and design of cages, lines and associated facilities taking into account the character of the location;

ii. the impact of any land based facilities, ensuring that the siting and design are appropriate for the location;

iii. impacts on natural heritage, designated sites and priority marine features; and

iv. impacts on historic marine protected areas.

e) Applications for open water farmed finfish or shellfish development are excluded from the requirements of policy 3b) and 3c) and will instead apply all relevant provisions from National and Regional Marine Plans.

Policy impact:

- Just Transition
- Rebalanced development
- Rural revitalisation

Key policy connections:

- Tackling the climate and nature crises
- Historic assets and places
- Natural places
- Biodiversity
- Coastal development
- Design, quality and place
- Health and safety
- Community wealth building
- Business and industry
- Rural development

Minerals

Policy Principles

Policy Intent:

To support the sustainable management of resources and minimise the impacts of the extraction of minerals on communities and the environment.

Policy Outcomes:

- Sufficient resources are available to meet industry demands, making an essential contribution to the Scottish economy.
- Important raw materials for manufacturing, construction, agriculture, and other industries are available.
- Important workable mineral resources are protected from sterilisation by other developments.
- Communities and the environment are protected from the impacts of mineral extraction.

Local Development Plans:
LDPs should support a landbank of construction aggregates of at least 10-years at all times in the relevant market areas, whilst promoting sustainable resource management, safeguarding important workable mineral resources, which are of economic or conservation value, and take steps to ensure these are not sterilised by other types of development.

Policy 33

a) Development proposals that seek to explore, develop, and produce fossil fuels (excluding unconventional oil and gas) will not be supported other than in exceptional circumstances. Any such exceptions will be required to demonstrate that the proposal is consistent with national policy on energy and targets for reducing greenhouse gas emissions.

b) The Scottish Government does not support the development of unconventional oil and gas in Scotland. This means development connected to the onshore exploration, appraisal or production of coal bed methane or shale oil or shale gas, using unconventional oil and gas extraction techniques, including hydraulic fracturing and dewatering for coal bed methane.

c) Development proposals that would sterilise mineral deposits of economic value will only be supported where:
   i. there is an overriding need for the development and prior extraction of the mineral cannot reasonably be undertaken; or
   ii. extraction of the mineral is impracticable or unlikely to be environmentally acceptable.

d) Development proposals for the sustainable extraction of minerals will only be supported where they:
   i. will not result in significant adverse impacts on biodiversity, geodiversity and the natural environment, sensitive habitats and the historic environment, as well as landscape and visual impacts;
   ii. provide an adequate buffer zone between sites and settlements taking account of the specific circumstances of individual proposals, including size, duration, location, method of working, topography, and the characteristics of the various environmental effects likely to arise;
   iii. can demonstrate that there are no significant adverse impacts (including cumulative impact) on any nearby homes, local communities and known sensitive receptors and designations;
   iv. demonstrate acceptable levels (including cumulative impact) of noise, dust, vibration and potential pollution of land, air and water;
   v. minimise transport impacts through the number and length of lorry trips and by using rail or water transport wherever practical;
   vi. have appropriate mitigation plans in place for any adverse impacts;
   vii. include schemes for a high standard of restoration and aftercare and commitment that such work is undertaken at the earliest opportunity. As a further

safeguard a range of financial guarantee options are available, and the most effective solution should be considered and agreed on a site-by-site basis. Solutions should provide assurance and clarity over the amount and period of the guarantee and in particular, where it is a bond, the risks covered (including operator failure) and the triggers for calling in a bond, including payment terms.

e) Development proposals for borrow pits will only be supported where:

i. the proposal is tied to a specific project and is time-limited;

ii. the proposal complies with the above mineral extraction criteria taking into account the temporary nature of the development; and

iii. appropriate restoration proposals are enforceable.

Policy impact:

- Conserving and recycling assets

Key policy connections:

- Tackling the climate and nature crises
- Biodiversity
- Natural places
- Historic assets and places
- Zero waste
- Infrastructure first
- Health and safety

Part 3 – Annexes

Annex A – How to use this document

Purpose of Planning

The purpose of planning is to manage the development and use of land in the long-term public interest.

The decisions we make today will have implications for future generations. Scotland in 2045 will be different. We must embrace and deliver radical change so we can tackle and adapt to climate change, restore biodiversity loss, improve health and wellbeing, reduce inequalities, build a wellbeing economy and create great places.

Role of the National Planning Framework

Scotland 2045: our Fourth National Planning Framework, commonly known as NPF4, is required by law to set out the Scottish Ministers' policies and proposals for the development and use of land. It plays a key role in supporting the delivery of Scotland's national outcomes and the United Nations Sustainable Development Goals.

NPF4 includes a long-term spatial strategy to 2045. This reflects the spatial aspects of a range of Scottish Government policies, including the Infrastructure Investment Plan.

The Infrastructure Investment Plan (IIP) identified that NPF4 would include housing land requirements framed within a spatial strategy that aligns with the investment programme and principles, and highlighted that national planning policies would include an infrastructure first approach.

The NPF4 strategy, policies and national developments are aligned to the strategic themes of the IIP: enabling the transition to net zero emissions and environmental sustainability; driving inclusive economic growth; and building resilient and sustainable places. The policies and instruction for LDPs activate the IIP priorities within the themes to the degree that those priorities involve physical development, opportunities for people and improvements for place. Minimum All Tenure Housing Land Requirements are set out at Annex E. The investment hierarchy influences the approach to NPF4 overall and features specifically in instructions for LDPs in Policy 18 'Infrastructure First'.

NPF4 replaces National Planning Framework 3 (2014) and Scottish Planning Policy (2014). NPF4 should be read as a whole. It represents a package of planning policies to guide us to the place we want Scotland to be in 2045.

NPF4 is required by law to contribute to 6 outcomes:

- Meeting the **housing needs** of people living in Scotland including, in particular, the housing needs for older people and disabled people,
- Improving the **health and wellbeing** of people living in Scotland,
- Increasing the **population of rural areas** of Scotland,
- Improving **equality** and eliminating discrimination,
- Meeting any targets relating to the **reduction of emissions** of greenhouse gases, and
- Securing positive effects for **biodiversity**.

Statements setting out further detail on the contribution of NPF4 to each outcome are set out in Part 1.

Plan-led Approach

A plan-led approach is central to supporting the delivery of Scotland's national outcomes and broader sustainable development goals. It is a legislative requirement that planning decisions must be made in accordance with the development plan, unless material considerations indicate otherwise.

The statutory development plan for any given area of Scotland consists of the National Planning Framework and the relevant LDP(s). The Town and Country Planning (Scotland) Act 1997 prescribes four different plans, at different scales:

National Planning Framework (NPF)	The National Planning Framework sets out the Scottish Ministers' policies and proposals for the development and use of land. The NPF must have regard to any adopted regional spatial strategy. NPF4 is part of the statutory development plan.
Regional spatial strategies (RSS)	The Planning (Scotland) Act 2019 introduced a new duty requiring the preparation of regional spatial strategies. A planning authority, or authorities acting jointly will prepare these long-term spatial strategies for the strategic development of an area. RSS are not part of the statutory development plan, but have an important role to play in informing future versions of the NPF and LDPs.
Local development plans (LDPs)	Planning authorities must prepare one or more LDPs for their area. The LDP sets out a spatial strategy for the development of that area. It must take into account the National Planning Framework and any registered local place plan in the area it covers. It must have regard to the authority's adopted regional spatial strategy. The LDP must also have regard to any local outcomes improvement plan for the area it covers. LDPs are part of the statutory development plan.
Local place plans (LPPs)	Local place plans are community-led plans setting out proposals for the development and use of land. They must have regard to the NPF, any LDP which covers the same area, and also any locality plan which covers the same area. LPPs are not part of the statutory development plan, but have an important role to play in informing LDPs.

Spatial Strategy

Part 1 sets out our spatial strategy for Scotland to 2045, identifying:

- 6 spatial principles which will influence all our plans and decisions:
  - Just transition
  - Conserving and recycling assets
  - Local living
  - Compact urban growth
  - Rebalanced development
  - Rural revitalisation
- 3 themes, linked to the United Nations Sustainable Development Goals and Scottish Government National Performance Framework:
  - Sustainable places where we reduce emissions, restore and better connect biodiversity
  - Liveable places where we can all live better, healthier lives
  - Productive places where we have a greener, fairer and more inclusive wellbeing economy

LDPs should take account of these principles and outcomes, and they should also be reflected within regional spatial strategies and local place plans.

National Developments

Eighteen national developments have been identified. These are significant developments of national importance that will help to deliver the spatial strategy. They are intentionally high level and focus on key elements, as the projects are at different stages.

National development status does not grant planning permission for the development and all relevant consents are required.

Their designation means that the principle of the development does not need to be agreed in later consenting processes, providing more certainty for communities, business and investors.

Their designation is not intended to describe in detail how the projects should be designed, matters to consider, or impact assessments and mitigation to be applied. In addition to the statement of need at Annex B, decision makers for applications for consent for national developments should take into account all relevant policies.

LDPs should take forward proposals for national developments where relevant and facilitate their delivery. This could be through supporting land allocations, policy intervention and LDP delivery programmes.

Regional Spatial Priorities

Regional spatial priorities set out how each part of the country can use their assets and opportunities to help deliver the overall strategy. The detail of these priorities should be further considered and consulted upon through the local development planning process, and where appropriate through regional spatial strategies and regional transport strategies.

The maps are indicative, and certain authorities may have a role to play in more than one regional area. The broad areas identified in NPF4 are intended to act as a flexible framework to guide the preparation of future Regional Spatial Strategies. It is open to planning authorities to decide for themselves, including by working in partnership with others, the most appropriate scale and extent of areas to be covered by Regional Spatial Strategies.

Statutory guidance will guide the preparation of Regional Spatial Strategies.

National Planning Policy

Part 2 sets out our policy framework by topic under the three themes.

Planning is complex and requires careful balancing of issues. The **policy intent** is provided to aid plan makers and decision makers to understand the intent of each policy and to help deliver policy aspirations.

The **policy outcomes** set out what we want to achieve and will help to influence future monitoring of the planning system.

The **Local Development Plan** section clarifies the expected role of LDPs for each topic. The focus for LDPs should be on land allocation through the spatial strategy and interpreting this national policy in a local context. There is no need for LDPs to replicate policies within NPF4, but authorities can add further detail including locally specific policies should they consider to be a need to do so, based on the area's individual characteristics.

The **policy** sections are for use in the determination of planning applications**.** The policies should be read as a whole. Planning decisions must be made in accordance with the development plan, unless material considerations indicate otherwise. It is for the decision maker to determine what weight to attach to policies on a case by case basis. Where a policy states that development will be supported, it is in principle, and it is for the decision maker to take into account all other relevant policies.

The **policy impact** section shows which spatial principles the policy will help to deliver.

The **key policy connections** help to show the key connections between policies, but are not intended to be comprehensive.

Annex B – National Developments Statements of Need

National developments are significant developments of national importance that will help to deliver our spatial strategy.

Eighteen national developments will support the delivery of our spatial strategy. These national developments range from single large scale projects or collections and networks of several smaller scale proposals. They are also intended to act as exemplars of the Place Principle and placemaking approaches.

The statements of need set out in this annex are a requirement of the Town and Country Planning (Scotland) Act 1997 and describe the development to be considered as a national development for consent handling purposes.

An assessment of the likely impact of each proposed national development's lifecycle greenhouse gas emissions on achieving national greenhouse gas emissions reductions targets[1] (with the meaning given in the Climate Change (Scotland) Act 2009) has been undertaken. The assessment is based on the detail provided at the time of the assessment, and the conclusion may alter depending on the nature and detail of the projects taken forward.

The potential for national developments to affect European designated sites, depending on the precise design, location and construction of individual projects, has been identified by the Habitats Regulations Appraisal (HRA) of NPF4. Any such development would need to be considered carefully at project level and all relevant statutory tests met.

1 Research project: Lifecycle Greenhouse Gas Emissions of NPF4 Proposed National Developments Assessment Findings (LUC 2021) available online at https://www.transformingplanning.scot/national-planning-framework/

1. Energy Innovation Development on the Islands

This national development supports proposed developments in the Outer Hebrides, Shetland and Orkney island groups, for renewable energy generation, renewable hydrogen production, infrastructure and shipping, and associated opportunities in the supply chain for fabrication, research and development.

Any strategy for deployment of these technologies must enable decarbonisation at pace and cannot be used to justify unsustainable levels of fossil fuel extraction or impede Scotland's just transition to net zero.

This is aligned with low carbon energy projects within the Islands Growth Deal that have been developed with local partners such as the Islands Centre for Net Zero and encompasses other projects that can facilitate net zero aims.

The use of low and zero emission fuels will play a crucial role in decarbonising island and mainland energy use, shipping, strengthening energy security overall and creating a low carbon energy economy for the islands and islanders. The developments will add value where they link into national and international energy expertise, learning and research and development networks.

Location

Outer Hebrides, Shetland, Orkney and surrounding waters.

Need

These classes of development support the potential of the three island authorities to exemplify a transition to a net zero society. This will support delivery of our spatial strategy by helping to sustain communities in rural and island areas by stimulating employment and innovation.

Designation and classes of development

A development contributing to 'Energy Innovation Development on the Islands' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009', is designated a national development:

Outer Hebrides – Supporting the Arnish Renewables Base and Outer Hebrides Energy Hub

The classes below apply to development that is for delivery of the Arnish Renewables Base and Outer Hebrides Energy Hub:

a) New or updated on and/or off shore infrastructure for energy generation from renewables exceeding 50 megawatts capacity;

b) Electricity transmission cables and converter stations on and/or off shore of 132 kilovolts (kv) and above;

c) Infrastructure for the production, storage and transportation of low and zero-carbon fuels (that are not electricity or heat) including renewable hydrogen; and hydrogen production related chemicals including ammonia with appropriate carbon capture linked to transport and storage infrastructure;

d) Improved oil storage infrastructure for Stornoway, with appropriate emissions abatement; and

e) Quay to service renewable energy, energy transportation, energy decommissioning, fabrication or freight handling, including new or enhanced associated laydown or operational area at Arnish.

Shetland Islands – Supporting the Opportunity for Renewable Integration with Offshore Networks (ORION) Clean Energy Project

The classes below apply to development that is for delivery of renewable and low carbon aspects of the ORION project:

a) New or updated on and/or off shore infrastructure for energy generation from renewables exceeding 50 megawatts capacity;

b) Electricity transmission cables and converter stations on and/or off shore of/or exceeding 132kv;

c) Infrastructure for the production, storage and transportation of low and zero-carbon fuels (that are not electricity or heat) including renewable hydrogen; and hydrogen production related chemicals including ammonia with appropriate carbon capture linked to transport, storage, and utilisation infrastructure at Sullom Voe;

d) Quay to service renewable energy, energy transportation, energy decommissioning, fabrication or freight handling, including new or enhanced associated laydown or operational area at Sullom Voe, Scatsta, Lerwick, and Dales Voe (Lerwick);

e) Oil terminal modifications at Sullom Voe to maintain asset use moving towards net zero emissions; and

f) New infrastructure, and/or upgraded buildings and facilities to support the transportation and storage of captured carbon.

Orkney Islands – Supporting Scapa Flow Future Fuels Hub and Orkney Harbours

The classes below apply to development that is for the delivery of the Future Fuels Hub, new quay in Scapa Flow, and the Orkney Logistics Base at Hatston, which support services for the renewable and marine energy and shipping sectors:

a) New or updated on and/or off shore infrastructure for energy generation from renewables exceeding 50 megawatts capacity;

b) Electricity transmission cables and converter stations on and/or off shore of 132kv and above;

c) Infrastructure for the production, storage and transportation of low and zero-carbon fuels (that are not electricity or heat) including renewable hydrogen; and hydrogen production related chemicals including ammonia with appropriate carbon capture linked to transport and storage infrastructure;

d) Quay to service renewable energy, energy transportation, energy decommissioning, fabrication or freight handling, including new or enhanced associated laydown or operational area at, Scapa Flow, and Hatston (Kirkwall); and

e) Oil terminal modifications at Scapa Flow to maintain asset use moving towards net zero emissions.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Rebalanced development
- Conserving and recycling assets
- Rural revitalisation
- Just transition

2. Pumped Hydro Storage

This national development will play a significant role in balancing and optimising electricity generation and maintaining the operability of the electricity system as part of our transition to net zero. This is necessary as we continue to move towards a decarbonised system with much more renewable generation, the output from which is defined by weather conditions.

This national development supports additional capacity at existing sites as well as at new sites. Cruachan in Argyll is a nationally important example of a pumped storage facility with significant potential for enhanced capacity that could create significant jobs in a rural location.

Location

All Scotland.

Need

This national development supports pumped hydro storage capacity within the electricity network through significant new or expanded sites. This supports the transition to a net zero economy through the ability of pumped hydro storage schemes to optimise electricity generated from renewables by storing and releasing it when it is required.

Designation and classes of development

A development contributing to 'Pumped Hydro Storage' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009', is designated a national development:

a) New and/or expanded and/or upgraded water holding reservoir and dam;

b) New and/or upgraded electricity generating plant structures or buildings;

c) New and/or upgraded pump plant structures or buildings;

d) New and/or expanded and/or upgraded water inlet and outlet pipework;

e) New and/or upgraded substations and/or transformers; and

f) New and/or replacement transmission cables.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Rebalanced development
- Conserving and recycling assets
- Rural revitalisation
- Just transition

3. Strategic Renewable Electricity Generation and Transmission Infrastructure

This national development supports renewable electricity generation, repowering, and expansion of the electricity grid.

A large and rapid increase in electricity generation from renewable sources will be essential for Scotland to meet its net zero emissions targets. Certain types of renewable electricity generation will also be required, which will include energy storage technology and capacity, to provide the vital services, including flexible response, that a zero carbon network will require. Generation is for domestic consumption as well as for export to the UK and beyond, with new capacity helping to decarbonise heat, transport and industrial energy demand. This has the potential to support jobs and business investment, with wider economic benefits.

The electricity transmission grid will need substantial reinforcement including the addition of new infrastructure to connect and transmit the output from new on and offshore capacity to consumers in Scotland, the rest of the UK and beyond. Delivery of this national development will be informed by market, policy and regulatory developments and decisions.

Location

All Scotland.

Need

Additional electricity generation from renewables and electricity transmission capacity of scale is fundamental to achieving a net zero economy and supports improved network resilience in rural and island areas. Island transmission connections in particular can facilitate capturing the significant renewable energy potential in those areas as well as delivering significant social and economic benefits.

Designation and classes of development

A development contributing to 'Strategic Renewable Electricity Generation and Transmission' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009', is designated a national development:

a) On and off shore electricity generation, including electricity storage, from renewables exceeding 50 megawatts capacity;

b) New and/or replacement upgraded on and offshore high voltage electricity transmission lines, cables and interconnectors of 132kv or more; and

c) New and/or upgraded Infrastructure directly supporting on and offshore high voltage electricity lines, cables and interconnectors including converter stations, switching stations and substations.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Local Living
- Rebalanced development
- Conserving and recycling assets
- Just transition

4. Circular Economy Materials Management Facilities

This national development supports the development of facilities required to achieve a circular economy. This sector will provide a range of business, skills and employment opportunities as part of a just transition to a net zero economy.

The range and scale of facilities required to manage secondary materials and their circulation back into the economy is not yet clear. However, sites and facilities will be needed to retain the resource value of materials so that we can maximise the use of materials in the economy and minimise the use of virgin materials in order to reduce greenhouse gas emissions. This is particularly significant for the construction and demolition industries and decommissioning industry.

Careful assessment of specific proposals will be required to ensure they provide sustainable low carbon solutions, include appropriate controls, manage any emissions and mitigate localised impacts including on neighbouring communities and the wider environment.

Location

All Scotland.

Need

This national development helps maximise Scotland's potential to retain the energy and emissions values within materials already in the economy.

Designation and classes of development

A development contributing to 'Circular Economy Materials Management Facilities' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009' is designated a national development:

a) Facilities for managing secondary materials; and

b) Recycling facilities.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Local Living
- Conserving and recycling assets
- Just transition

5. Urban Sustainable, Blue and Green Surface Water Management Solutions

This national development aims to build on the benefits of the Metropolitan Glasgow Strategic Drainage Partnership, to continue investment and extend the approach to the Edinburgh city region.

Our biggest cities and their regions will require improved infrastructure to ensure they are more resilient to climate change. A strategic, catchment scale approach to adaptation through surface water and drainage infrastructure investment will reduce impacts and risks for our urban population and is an example of an infrastructure first approach. Catchment scale nature-based solutions which may include blue and green infrastructure should be prioritised. Grey infrastructure should be optimised and only used when necessary to augment blue-green infrastructure solutions. Delivery of multiple climate, wellbeing and economic benefits should form the basis of the approach. Whilst this national development focuses on Edinburgh and Glasgow other cities and towns may benefit from similar approaches.

Location

Glasgow and Edinburgh City Regions and their wider water catchment areas.

Need

A large proportion of our population lives in our largest cities. The management of surface water drainage at scale across these city regions will help us to adapt to extreme weather events that will become more frequent as a result of climate change. A nature-based approach to surface water management has the potential to deliver multiple health, wellbeing, economic and climate adaptation and emissions reduction benefits and it may free up sewer capacity.

Designation and classes of development

A development contributing to 'Urban Sustainable, Blue and Green Surface Water Management Solutions' in the location described, within the Class of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009' is designated a national development:

a) Spaces, infrastructure, works, structures, buildings, pipelines, and nature-based approaches, for surface water management and drainage systems.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Compact urban growth
- Local living
- Conserving and recycling assets
- Rural revitalisation
- Just transition

6. Urban Mass/Rapid Transit Networks

This national development supports low carbon mass/rapid transit projects for Aberdeen, Edinburgh and Glasgow.

To reduce transport emissions at scale, we will require low carbon transport solutions for these three major cities that can support transformational reduction in private car use.

Development of the Glasgow 'Metro' and Edinburgh Mass Transit in these cities and their associated regions plus the Aberdeen Rapid Transit system are recommendations from the Strategic Transport Projects Review 2.

This will support placemaking and deliver improved transport equity across the most densely populated parts of Scotland, improving access to employment and supporting sustainable investment in the longer term. It can function as part of a broader transport network that includes active travel, and this places importance on multi-modal hubs or transport interchange points.

The type of interventions will be determined through the on-going development of business cases and studies but could include the provision of new systems or extensions to existing sustainable and public transport networks.

Location

Aberdeen, Glasgow and Edinburgh City Regions.

Need

This national development will help reduce transport related emissions overall, improve air quality, reduce the demand for private vehicle use, support the roll out of 20 minute neighbourhoods and improve transport equity.

Designation and classes of development

A development contributing to 'Urban Mass/ Rapid Transit Networks' in the location described, within one or more of the Classes of Development below and that is of a scale or type that would otherwise have been classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009' is designated a national development. This relates to development supported by the Strategic Transport Projects Review 2 consisting of new or upgraded:

a) Track or road infrastructure;

b) Fuelling or power infrastructure;

c) Passenger facilities; and

d) Depots servicing the networks.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Compact urban growth
- Local living
- Conserving and recycling assets
- Just transition

7. Central Scotland Green Network

This national development is one of Europe's largest and most ambitious green infrastructure projects. It will play a key role in tackling the challenges of climate change and biodiversity loss including by building and strengthening nature networks. A greener approach to development will improve placemaking, can contribute to the roll-out of 20 minute neighbourhoods and will benefit biodiversity connectivity. This has particular relevance in the more urban parts of Scotland where there is pressure for development as well as significant areas requiring regeneration to address past decline and disadvantage. Regeneration, repurposing and reuse of brownfield land should be a priority.

Priorities include enhancement to provide multi-functional green and blue infrastructure that provides greatest environmental, lifelong physical and mental health, social wellbeing and economic benefits. It focuses on those areas where greening and development can be mutually supportive, helping to improve equity of access to quality green and blue space, and supporting communities where improving wellbeing and resilience is most needed, including to help people adapt to future climate risks.

Nature-based solutions for climate change adaptation and mitigation may include woodland expansion and peatland restoration as a priority. The connectivity of biodiversity rich areas may be enhanced through nature networks, including corridors and stepping stones to provide enhanced natural capital and improved ecosystem services.

Location

Central Scotland local authorities within a boundary identified by the Green Action Trust.

Need

This national development is needed to improve quality of place and create new opportunities for investment. This will support delivery of our spatial strategy which highlights the importance of accelerating urban greening in this most densely populated part of Scotland.

Designation and classes of development

A development contributing to 'Central Scotland Green Network' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009', is designated a national development:

a) Development to create and/or enhance multi-functional green infrastructure including for: emissions sequestration; adaptation to climate change; and biodiversity enhancement;

b) Reuse of vacant and derelict land and buildings for greening and nature-based solutions;

c) New and/or upgraded sustainable surface water management and drainage systems and the creation of blue space;

d) Use of land for allotments or community food growing; and

e) Routes for active travel and/or recreation.

Lifecycle Greenhouse Gas Emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Compact urban growth
- Local living
- Rebalanced development
- Conserving and recycling assets
- Rural revitalisation
- Just transition

8. National Walking, Cycling and Wheeling Network

This national development facilitates the shift from vehicles to walking, cycling and wheeling for everyday journeys contributing to reducing greenhouse gas emissions from transport and is highly beneficial for health and wellbeing.

The upgrading and provision of additional active travel infrastructure will be fundamental to the development of a sustainable travel network providing access to settlements, key services and amenities, employment and multi-modal hubs. Infrastructure investment should be prioritised for locations where it will achieve our National Transport Strategy 2 priorities and outcomes, to reduce inequalities, take climate action, help deliver a wellbeing economy and to improve health and wellbeing. This will help to deliver great places to live and work, including through connecting neighbourhoods, villages and towns, active freeways and long distance routes.

Location

All Scotland.

Need

Reducing the need to travel unsustainably is the highest priority in the sustainable transport investment hierarchy. This national development will significantly support modal shift and deliver multiple outcomes including our commitment to a 20% reduction in car kilometres by 2030, associated emissions reduction, health and air quality improvement. This will support the delivery of our spatial strategy by creating a more sustainable distribution of access across Scotland as a whole.

Designation and classes of development

A development contributing to 'National Walking, Cycling and Wheeling Network' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009' is designated a national development:

a) New/and or upgraded routes suitable for a range of users for walking, cycling and wheeling that help create a national network that facilitates short and longer distance journeys and linkages to multi-modal hubs.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Compact urban growth
- Local living
- Rebalanced development
- Just transition

9. Edinburgh Waterfront

This national development supports the regeneration of strategic sites along the Forth Waterfront in Edinburgh.

The waterfront is a strategic asset that contributes to the city's character and sense of place and includes significant opportunities for a wide range of future developments.

Development will include high quality mixed use proposals that optimise the use of the strategic asset for residential, community, commercial and industrial purposes, including support for off-shore energy relating to port uses. Further cruise activity should take into account the need to manage impacts on transport infrastructure.

This will help maintain and grow Edinburgh's position as a capital city and commercial centre with a high quality and accessible living environment. Development locations and design will need to address future resilience to the risks from climate change, impact on health inequalities, and the potential to incorporate green and blue infrastructure.

Location

Leith to Granton.

Need

Waterfronts in our largest urban areas are frequently under-utilised and contain significant areas of brownfield land as well as existing infrastructure assets. Their location may be particularly vulnerable to climate change and likely risks will require careful management. This will support delivery of our spatial strategy, which recognises the importance of our urban coastline in supporting our sense of place, economy and wellbeing.

Designation and classes of development

A development contributing to 'Edinburgh Waterfront' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009', is designated a national development:

a) New and/or upgraded buildings for mixed use and/or residential development;

b) New and/or upgraded buildings for commercial, industrial, business use;

c) New and/or upgraded utilities;

d) New and/or upgraded green and blue infrastructure;

e) New and/or upgraded active and sustainable travel routes; and

f) New and/or upgraded port facilities for vessel berthing and related landside activities including for lay-down, and marine sector services.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Compact urban growth
- Local living
- Rebalanced development
- Conserving and recycling assets
- Just transition

10. Dundee Waterfront

This national development supports the redevelopment of the Dundee Waterfront Zones including: the Central Waterfront, Seabraes, City Quay, Dundee Port, Riverside Business Area and Nature Park, and the Michelin Scotland Innovation Parc.

Continued delivery of the waterfront transformation is crucial to securing the role of the city as a location for investment in the net zero economy. Supporting population growth alongside economic opportunities, and skills and career development, is important in continuing to demonstrate the sustainability of urban living in Scotland and a just transition to the net zero economy.

Further projects associated with this include: the Michelin Scotland Innovation Parc which will become an innovation hub for net zero emission mobility; the Eden Project; and an improvement of facilities at Dundee Port. This national development includes reusing land on and around the Dundee Waterfront to support the lifelong health and wellbeing of communities, deliver innovation and attract investment. As the development progresses it will be important to support sustainable and active transport options and to build in adaptation to future climate risks.

Location

Dundee Waterfront zones: Central Waterfront, Seabraes, City Quay, Dundee Port, Riverside Business Area and Riverside Nature Park; Michelin Scotland Innovation Parc.

Need

This national development supports the continued revitalisation of Dundee Waterfront, expanded to include Michelin Scotland Innovation Parc in support of the Tay Cities Region Economic Strategy and its continued use for economic purposes. Waterfront locations may be particularly vulnerable to climate change and so development requires to be carefully designed to manage likely risks.

Designation and classes of development

A development contributing to 'Dundee Waterfront' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009' is designated a national development:

a) New and/or upgraded buildings for mixed use and/or residential development;

b) New and/or upgraded buildings for commercial, industrial, business, storage, distribution, research, educational, and/or tourism use;

c) New and/or upgraded utilities;

d) New and/or upgraded active and sustainable travel routes;

e) New and/or upgraded port facilities for vessel berthing and related landside activities including for lay-down, freight handling and marine sector services; and

f) New and/or upgraded green and blue infrastructure.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Compact urban growth
- Local living
- Rebalanced development
- Conserving and recycling assets
- Just transition

11. Stranraer Gateway

This national development supports the regeneration of Stranraer.

Stranraer is a gateway town. It is located close to Cairnryan, a key port connecting Scotland to Northern Ireland, Ireland and beyond to wider markets.

High quality place-based regeneration will help address socio-economic inequalities in Stranraer and to support the wider population of south west Scotland by acting as a hub and providing a platform for future investment. This will be supported by any strategic transport interventions including road and rail that emerge from the second Strategic Transport Projects Review which embeds the National Transport Strategy's sustainable travel and investment hierarchies.

Location

Stranraer and associated transport routes.

Need

Loch Ryan and Stranraer act as a gateway to Scotland. Reusing the assets in this location will support the wellbeing, economy and community in line with the regional growth deal. It will help to deliver our spatial strategy by driving forward regeneration of a key hub.

Designation and classes of development

A development contributing to 'Stranraer Gateway' in the location described within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009', is designated a national development:

a) Development contributing to Stranraer Waterfront regeneration;

b) Marina expansion;

c) Redevelopment of Stranraer harbour east pier;

d) Sustainable, road, rail and freight infrastructure for access to Stranraer and/or Cairnryan;

e) New and/or upgraded infrastructure for the transportation and use of low carbon fuels; and

f) Reuse of vacant and derelict buildings and brownfield land, including regeneration of Blackparks industrial estate.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Compact urban growth
- Local living
- Rebalanced development
- Conserving and recycling assets
- Rural revitalisation
- Just transition

12. Digital Fibre Network

This national development supports the continued roll-out of world-class broadband across Scotland.

Our strategy requires enhanced digital connectivity to provide high speed broadband or equivalent mobile services, prioritising those areas with weaker networks as part of the Reaching 100% (R100) programme and Project Gigabit, including urban, island specific and rural enhancements. This is a significant utility including 4G and 5G mobile infrastructure facilitating home based working, renewable energy development, rural repopulation and access to services. The data transmission network can also support the availability and use of 'big data.' Digital capability is a feature of a number of City Region and Growth Deals.

Opportunities should be taken to deliver the infrastructure as part of other infrastructure upgrades or installation works such as energy transmission, transportation, and travel networks where appropriate.

Location
All Scotland.

Need
This is a fundamentally important utility, required to support development, community wellbeing, equal access to goods and services, and emissions reduction from reduced demand for travel. This will help to deliver our spatial strategy by complementing a new emphasis of living locally, and by helping to sustain and grow rural and island communities.

Designation and classes of development
A development contributing to 'Digital Fibre Network' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009', is designated a national development:

a) Installation of new and/or upgraded broadband cabling on land and sub-sea for fixed line and mobile networks; and

b) Green data centres.

Lifecycle greenhouse gas emissions assessment
Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall negligible impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:
- Local living
- Rebalanced development
- Rural revitalisation
- Just transition

13. Clyde Mission

This national development is a national, place-based Mission to make the Clyde an engine of economic success for Glasgow, the city region and Scotland.

The Clyde Mission is focused on the River Clyde and the riverside from South Lanarkshire in the east to Inverclyde and Argyll and Bute in the west and focusing on an area up to around 500 metres from the river edge. This footprint includes the parts of the Clyde Gateway, River Clyde Waterfront, North Clyde River Bank and River Clyde Corridor frameworks, and Glasgow Riverside Innovation District.

Across this area significant land assets are under-utilised, and longstanding inequality, in relation to poor environment and health outcomes require to be tackled as a national priority. An ambitious redevelopment programme is being taken forward under Five Missions. It is a collective, cross-sector effort and partnership working will help bring forward assets and sites that are ready for redevelopment to sustain a range of uses. This will repurpose and reinvigorate brownfield and supporting local living as well as adapting the area to the impacts of climate change, where nature-based solutions would be particularly supported.

Location

The river and land immediately next to it (up to around 500 metres from the river) along its length.

Need

These classes of development revitalise a major waterfront asset which is currently under-utilised. This will support the delivery of our spatial strategy by attracting investment and reuse of brownfield land in west central Scotland where there is a particular need to improve quality of place, generate employment and support disadvantaged communities. It will also support adaptation to climate risks.

Designation and classes of development

A development contributing to 'Clyde Mission' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009', is designated a national development:

a) Mixed use, which may include residential, redevelopment of brownfield land;

b) New, reused and/or upgraded buildings and facilities for residential, commercial, business and industrial uses on brownfield land;

c) Upgrade of existing port and harbour assets for servicing marine functions including freight and cruise uses and associated landside commercial and/or industrial land for supporting services;

d) New and/or upgraded active and sustainable travel and recreation routes and infrastructure; and

e) New and/or upgraded infrastructure for climate adaptation, including nature-based, green and blue solutions.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net negative impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Compact urban growth
- Local living
- Rebalanced development
- Conserving and recycling assets

14. Aberdeen Harbour

This national development supports the continued relocation and repurposing of Aberdeen Harbour. The harbour is a strategically important asset supporting the economy of the north east of Scotland.

The south harbour can act as a cluster of port accessible offshore renewable energy research, manufacturing and support services. The facilities are also important for international connections.

At the south harbour the focus should be on regenerating existing industrial land and reorganising land use around the harbour in line with the spatial strategy of the LDP. By focusing future port activity here, parts of the existing harbour in the city centre will become available for mixed use development, opening up development land to help reinvigorate Aberdeen city centre.

This can help provide significant economic opportunities, in line with the objectives of the Aberdeen City Region Deal. Environmental benefits, for example to enhance access and improve the quality of green space and active travel options should be designed-in to help offset any potential impacts on the amenity of local communities with relevant projects addressing environmental sensitivities through careful planning, assessment and implementation.

The extent to which this should include additional business and industrial development outwith the existing north and south harbours is a matter to be determined in the relevant LDP, and is outwith the scope of this national development.

Location

Port of Aberdeen North and South Harbours.

This national development supports the optimisation of Aberdeen Harbour to support net zero and stimulate economic investment. It is also a significant opportunity to support better placemaking including city centre transformation, and regeneration of existing land by optimising the use of new and existing assets. This will deliver our spatial strategy by helping the north east of Scotland to achieve a just transition from a high carbon economy whilst improving quality of place.

Designation and classes of development

A development contributing to 'Aberdeen Harbour' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009' is designated a national development:

a) Mixed use development reusing land at the existing (north) Aberdeen Harbour;

b) Upgraded port facilities at Aberdeen Harbour and completion of South Harbour;

c) New and/or upgraded green infrastructure;

d) Buildings and facilities for commercial, manufacturing and industrial uses;

e) Infrastructure for the production, storage and transportation of low carbon and renewable hydrogen and related chemicals including ammonia, with carbon capture as necessary; and

f) Transport infrastructure, including for sustainable and active travel, for the South Harbour as supported by the Aberdeen City Region Deal.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Local living
- Rebalanced development
- Conserving and recycling assets
- Just transition

15. Industrial Green Transition Zones

To secure a just transition to a net zero economy, the decarbonisation of nationally important industrial sites in a way that ensures continued jobs, investment and prosperity for these areas and the communities that depend on them is essential. Industrial Green Transition Zones (IGTZ) will support the generation of significant economic opportunities while minimising carbon emissions. Technologies that will help Scotland transition to net zero will be supported at these locations, with a particular focus on low carbon and zero emissions technologies including renewables and the generation, storage and distribution of low carbon hydrogen.

The deployment of hydrogen and CCUS at these locations must demonstrate decarbonisation at pace and cannot be used to justify unsustainable levels of fossil fuel extraction or impede Scotland's just transition to net zero. Hydrogen and CCUS are emerging industries, both government and industry in Scotland wish to accelerate and maximise the deployment of green hydrogen. For projects that utilise carbon capture and storage, we want to ensure the highest possible carbon capture rates in the deployment of these technologies. While there are examples internationally where CCUS projects have been associated with offshore Enhanced Oil Recovery, we understand there to be no plans for offshore Enhanced Oil Recovery as part of the Scottish Cluster. However, if any IGTZ is found to be incompatible with Scotland's transition to net zero, Scottish Government policy, along with designations of and classes of development, will change accordingly.

Industrial Green Transition Zones are:

- **The Scottish Cluster** encompasses a carbon capture and storage (CCS) projects network and is a key strategic vehicle for industrial decarbonisation, energy generation, and the transportation and storage of captured carbon. The designation relates to projects that form a Scottish Cluster in the first instance specifically Peterhead, St Fergus and Grangemouth. Further industrial transition sites are expected to emerge in the longer term and benefit from the experience gained within the Scottish Cluster but do not form part of this national development. This national development will support the generation of significant economic opportunities for low carbon industry as well as minimising carbon emissions at scale, and will play a vital part in maintaining the security and operability of Scotland's electricity supply and network. The creation of hydrogen and deployment of negative emissions technologies, utilising CCUS, at commercial scale will establish the opportunities to decarbonise industry, transport and heat, as well as other sectors, and pave the way for the transportation and storage infrastructure to support the growing hydrogen economy in Scotland.
- **Grangemouth investment zone** currently hosts strategic and critical infrastructure, high value employment and manufacturing of materials that are currently vital for every-day life. This role will continue in the long-term but must seek to decarbonise given the significant contribution of the industrial activities to Scotland's emissions. It is a key location in the Scottish Cluster for carbon capture and storage, and hydrogen deployment. The Grangemouth Investment Zone will be a focus for transitioning the petro-chemicals industry and associated activities into a leading exemplar of industrial decarbonisation, significantly helped through the coordination activities of the Scottish Government's Grangemouth Future Industry Board. Decarbonisation could include opportunities for: renewable energy innovation; bioenergy; hydrogen production with carbon capture and storage; and repurposing of existing strategic and critical infrastructure such as pipelines.

Location

St Fergus, Peterhead, and Grangemouth.

Need

This national development is required to meet our targets for emissions reduction. It also supports a just transition by creating new jobs in emerging technologies and significant economic opportunities for lower carbon industry. It will help to decarbonise other sectors, sites and regions, paving the way for increasing demand

to be complemented by the production of further hydrogen in the future. This will also help to deliver our spatial strategy by supporting investment in the North East and the Central Belt where there has been a relatively high level of output from fossil fuel industries.

Designation and classes of development
A development contributing to 'Industrial Green Transition Zones' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009' is designated a national development.

a) Carbon capture with high capture rates and negative emission technologies, transportation and storage of captured carbon forming part of or helping to create an expandable national network;

b) Pipeline for transportation and storage of captured carbon and/or hydrogen;

c) Onshore infrastructure including compression equipment, supporting pipeline transportation and shipping transportation of captured carbon and/or hydrogen;

d) Offshore storage of captured carbon;

e) New and/or upgraded buildings and facilities for the utilisation of captured carbon;

f) Infrastructure for the production of hydrogen on shore or off shore where co-located with off shore wind farms within 0-12 nautical miles;

g) Infrastructure for the storage of hydrogen on shore or off shore, including on or near-shore geological storage;

h) Port facilities for the transport and handling of hydrogen and carbon dioxide;

i) The application of carbon capture and storage technology to existing or replacement thermal power generation capacity;

j) Production, storage and transportation with appropriate emissions abatement of: bioenergy; hydrogen production related chemicals including ammonia;

k) New and/or upgraded buildings for industrial, manufacturing, business, and educational or research uses related to the industrial transition;

l) Town centre regeneration at Grangemouth;

m) Grangemouth flood protection scheme;

n) New and/or upgraded green and blue infrastructure;

o) New and/or upgraded utilities and/or local energy network; and

p) New and/or upgraded facilities at the port for inter-modal freight handling at Grangemouth.

Lifecycle greenhouse gas emissions assessment
Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive effect on lifecycle greenhouse gas emissions reductions targets.

Policy impact:
- Compact urban growth
- Local living
- Rebalanced development
- Conserving and recycling assets
- Rural revitalisation
- Just transition

16. Hunterston Strategic Asset

This national development supports the repurposing of Hunterston port as well as the adjacent former nuclear power station sites and marketable business land of the Hunterston Estate. Hunterston has long been recognised as a strategic location for the port and energy sectors given its deepwater access and existing infrastructure. Hunterston is a key site, anchoring other opportunities around the Firth of Clyde.

The location and infrastructure offers potential for electricity generation from renewables, and a variety of commercial uses including port, research and development, aquaculture, the circular economy, and environmental and economic opportunities around nuclear decommissioning expertise.

New development will need to optimise the capacity of the transport network, include active travel links and be compatible with a location adjacent to sites with nuclear power uses. Designated biodiversity sites will require protection and enhancement where possible, and sustainable flood risk management solutions will be required for the area. Aligned with the Ayrshire Growth Deal, jointly funded by the Scottish and UK Governments, investment in this location will support a wellbeing economy by opening up opportunities for employment and training for local people. A community wealth building approach has been embedded within the Deal and Regional Economic Strategy within Ayrshire, and would be expected to form a part of future development proposals to ensure the economic benefits are retained locally as far as possible, strengthening local supply chains and supporting businesses and communities across Ayrshire.

Location

Hunterston Port, nuclear power station sites and marketable employment land at Hunterston Estate.

Need

These classes of development support the redevelopment and reuse of existing strategic assets and land contributing to a net zero economy. It also supports delivery of our spatial strategy by stimulating investment in the west of Scotland, potentially contributing to the wider aim of tackling inequalities.

Designation and classes of development

A development contributing to 'Hunterston Strategic Asset' in the location described within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009', is designated a national development:

a) Infrastructure to support a multi-modal deep water harbour;

b) Land and buildings for bulk handling, storage, processing and distribution;

c) Facilities for marine energy generation technology fabrication and decommissioning;

d) Facilities for marine energy servicing;

e) Land and buildings for industrial, commercial, research and development, and training uses;

f) Infrastructure for the capture, transportation and long-term storage of greenhouse gas emissions, where transportation may be by pipe or vehicular means;

g) Infrastructure for the production, storage and transportation of low carbon and renewable hydrogen; and hydrogen production related chemicals including ammonia;

h) Infrastructure for the generation and storage of electricity from renewables exceeding 50 megawatts; and

i) Electricity transmission infrastructure of 132kv or more.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Compact urban growth
- Local living
- Rebalanced development
- Conserving and recycling assets
- Rural revitalisation
- Just transition

17. Chapelcross Power Station Redevelopment

This national development supports the redevelopment of Chapelcross, a former nuclear power station site of significant scale regionally and nationally, and our strategy supports the reuse of the site to help deliver on net zero and provide opportunities for communities in the South of Scotland.

Final uses for the site remain to be agreed, but the site has locational advantage to act as an energy hub with opportunities including: business development with a particular focus on energy and energy supply chain; energy generation from solar; electricity storage; generation of heat; production and storage of low carbon and renewable hydrogen. This could link to ambitions for low carbon heat and vehicle fuel at Stranraer.

The proposal aims to create new job opportunities, including high value employment. A community wealth building approach will ensure that benefits are retained locally as far as possible, and this in turn will help to sustain and grow the local population. We also support opportunities to reduce the fuel costs for local communities to tackle fuel poverty. Sustainable access to the site for workers and commercial vehicles will be required.

Location

Site of the former Chapelcross power station.

Need

This national development supports the reuse of a significant area of brownfield land in a rural area with economically fragile communities. It will also support the just transition to net zero.

Designation and classes of development

A development contributing to 'Chapelcross Power Station Redevelopment' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009', is designated a national development:

a) Commercial, industrial, manufacturing, and office related development occurring on the Chapelcross development site;

b) Generation of electricity from renewables exceeding 50 megawatts capacity;

c) Infrastructure for the production, storage and transportation of low carbon and renewable hydrogen and related chemicals including ammonia, with carbon capture as necessary; and

d) Active and sustainable travel connection to the site.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Local living
- Rebalanced development
- Conserving and recycling assets
- Rural revitalisation
- Just transition

18. High Speed Rail

This national development supports the implementation of increased infrastructure to improve rail capacity and connectivity on the main cross-border routes, the east and west coast mainlines.

Rail connectivity that can effectively compete with air and road based transport between the major towns and cities in Scotland, England and onward to Europe is an essential part of reducing transport emissions, making best use of the rail network and providing greater connectivity opportunities. There can be significant emissions savings of approximately 75% to be made when freight is transported by rail instead of road.

Enhancement would be in addition to and in conjunction with High Speed 2 (HS2) and other enhancements identified by the UK Government.

Scottish Ministers have an agreement with the UK Government to develop infrastructure enhancements 'North of HS2' and Scottish Ministers continue to press the UK Government on the imperative that all nations and regions of Britain benefit from the prosperity that HS2 will deliver both in its construction and its implementation. The Strategic Transport Projects Review 2 is appraising through recommendation 45 and will provide the strategic case for investment in the rail network in Scotland, over and above the commitments within HS2.

Location

Central and southern Scotland to the border with England.

Need

This national development aims to ensure a low emissions air-competitive journey time to cities in the UK as well as connectivity with European cities and benefits to freight. This will support Scotland's ability to attract and compete for investment.

Designation and classes of development

A development contributing to 'High Speed Rail' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009', is designated a national development:

a) New and/or upgraded railway track and electrification solution (overhead cabling and pylons or on track);

b) New and/or upgraded multi-modal railway stations to service high-speed lines; and

c) Depot facilities for high speed trains and/or related to the construction and onward maintenance of the UK high-speed rail infrastructure.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- Compact urban growth
- Conserving and recycling assets

Annex C – Spatial Planning Priorities

This information is intended to guide the preparation of Regional Spatial Strategies and LDPs to help deliver Scotland's national spatial strategy.

North and West Coast and Islands

This area broadly comprises the island communities of Shetland, Orkney, the Outer Hebrides, and parts of Highland and Argyll and Bute, and the north and west coastline of the Scottish mainland.

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans should maximise the benefits of renewable energy whilst enhancing blue and green infrastructure, decarbonising transport and building resilient connections.

This area's natural and cultural assets will require careful planning and management so that their special qualities can continue to form a strong foundation for future development and investment. There are opportunities for local projects across this area to come together and create an enhanced nature network which benefits quality of life and contributes to biodiversity recovery and restoration as well as carbon sequestration.

Resilience and a growing green economy will depend on delivery of improved grid connections, including high voltage grid cables connecting the three island groups to the mainland. This will be complemented by the innovation in low and zero carbon fuels and the roll out of locally distributed energy systems to reduce emissions from buildings, address significant fuel poverty and secure longer term resilience.

Significant peatland restoration and woodland creation and restoration, along with blue carbon opportunities will secure wider biodiversity benefits and be a focus for investment to offset carbon and secure existing natural carbon stores. The Lewis Peatlands and the Flow Country are internationally recognised as accounting for a significant proportion of the world's blanket bog habitat, and there are opportunities to protect and expand Scotland's temperate rainforest, including some of the best remaining rainforest sites in Europe. Access to the outdoors, as well as active travel, can benefit from continued investment in long distance walking and cycling routes with a range of projects emerging at a regional scale.

Communities in this area will need resilient transport connectivity to maintain accessibility and lifeline links, and further innovation will be required to help modernise connections and decarbonise transport systems. A net zero islands air network and decarbonisation of ferry services will help to secure the viability and service stability of island and remote coastal communities. Communities are keen to explore long-term ambitions for fixed links for example across the Sound of Harris and Sound of Barra, and potentially to connect the Outer Hebrides to mainland Scotland. An Islands Connectivity Plan will consider the role of ferries, fixed links and low carbon aviation in securing lifeline links and marine access for both leisure and freight. In addition to the investment potential of the area's ports and harbours, the strategic location of the Northern Isles as a hub for future shipping using long distance trade routes has significant potential for investment and growth over the longer term. There is also potential to consider decarbonisation of fishing fleets and the aquaculture industry in the future.

Electric vehicle ownership is already high in some parts of the area and continued expansion of charging networks will support further decarbonisation. Key routes and hubs are emerging – examples include the aspiration for an electric spinal route that extends across the Outer Hebrides. This should be viewed as one part of a wider system response to net zero that also strengthens active travel across the area.

Improved digital connectivity is a priority to sustain current businesses and create 'smart' communities. We are committed to investment in ultrafast broadband to ensure every property is connected and to improve mobile coverage. This will unlock opportunities for rural businesses and remote working, and make future community growth more feasible. Full benefits will be realised by actively tackling the digital divide by building skills, literacy and learning and addressing the financial barriers to internet access. Key projects include the Outer Hebrides Giga Fibre Network and the North Isles Fibre Project.

To deliver liveable places, Regional Spatial Strategies and Local Development Plans in this area should support coastal and island communities to become carbon neutral, thus contributing to net-zero commitments and reducing fuel poverty.

Future-proofing local liveability will benefit people as well as the planet. Island and coastal communities can apply the concept of local living, including 20 minute neighbourhoods, in a flexible way and find local solutions to low carbon living, for example by identifying service hubs in key locations with good public transport links. The aim is to build long-term resilience and self-reliance by minimising the need to travel whilst sustaining dispersed communities and rural patterns of development. Communities in this area will continue to rely to an extent on the private car, and low carbon solutions to the provision of services will need to be practical and affordable. Innovation including electric vehicle charging and digital connectivity will play an important role.

Increased coastal flooding and erosion arising from future climate change will need to be considered along with impacts on associated infrastructure such as bridges and transport networks. The majority of island populations live in coastal locations and there is a need for a pro-active and innovative approach that works with local communities to address this issue.

Regionally and locally driven plans and strategies will identify areas for future development that reflect these principles – for example planned population growth on the Western Seaboard of Argyll and in a growth corridor from Tobermory to Oban and on to Dalmally. Community hubs, where people can easily access a variety of services, will need to evolve and grow to support communities and sustain a range of functions. Ports and harbours can be a focal point for electric vehicle charging as well as employment. Sustainable and fair access to affordable healthier food will support future resilience and broader objectives including reduced child poverty and improved health outcomes. Innovative and equitable service provision, including digital solutions, will be needed to support dispersed communities in a low carbon way.

Communities will need greater choice and more flexible and affordable homes to support varying needs. This can be achieved to an extent by refurbishing the existing building stock to reduce the release of embedded carbon, as well as by delivering more affordable, energy efficient homes. The additional costs of island homebuilding and development generally, as well as in delivering net zero, is a challenge that needs to be factored into a planned approach.

There is a clear need for affordable housing provision across the region to improve choice and access to homes, to support local economies, and in some areas to help offset the impact of second home ownership and short term lets on the market. Local solutions may include key worker housing, temporary homes for workers in remote areas, and self-provided homes including self-build and custom-build. Continued innovation of holistic place-based solutions, such as the Rural and Islands Housing Fund, will be required to create homes that meet diverse community needs, including homes for an ageing population and to help young people to stay in or return to their communities. Greater efforts to ensure young people have more influence in decisions that affect their future places could support this, as well as helping more people access land and crofts and the reuse of abandoned sites where appropriate.

To reverse past depopulation and support existing settlements, planning can help to sustain communities in more peripheral and fragile areas in a way that is compatible with our low carbon agenda and resilient to climate change impacts. Further action should be taken where appropriate to encourage economically active people to previously inhabited areas. This will also need to reflect climate commitments and wider aspirations to create sustainable places that incorporate principles of 20 minute neighbourhoods and active travel networks. Coasts will continue to evolve, and development will be needed to sustain and grow communities in a sustainable way. Collaboration and strong alignment of terrestrial and marine planning, at all levels, will also be needed.

To deliver productive places, Regional Spatial Strategies and Local Development Plans in this area should seize the opportunities to grow the blue and green economy, recognising the world-class environmental assets that require careful management and the opportunities to develop skills and diversify employment.

This area has significant opportunities for investment that capitalise on its natural assets and further strengthen the synergies between people, land and sea. This will require strong collaboration and alignment of terrestrial and marine planning, especially as further development of related blue economy activities in the terrestrial environment may increase competition for marine space and resources offshore. To significantly reduce greenhouse gas emissions, more onshore and offshore renewable energy generation will be needed, bringing unprecedented opportunities to strengthen local economies, build community wealth and secure long-term sustainability. The island authorities have set targets for creating green jobs and for rolling out clean and efficient energy systems to build local resilience. We expect to see continued innovation to unlock the infrastructure and business opportunities arising from a blue and green prosperity agenda.

As a result of its natural advantages, the area is growing its research excellence, and driving low-carbon is a core theme of the Islands Growth Deal. This will support the emergence of the planned joint Islands Centre for Net Zero, alongside island-specific initiatives. Orkney has been home to the European Marine Energy Centre since 2003 and the Orkney Research and Innovation Campus (ORIC) in Stromness provides a focus for Orkney's renewable and low carbon industries and research facilities. There are plans to grow the role of Orkney's ports and harbours to support net zero. The Outer Hebrides Energy Hub plans to establish the initial infrastructure necessary to support the production of low carbon hydrogen from renewable energy and conduct a 'large village' trial for Stornoway, and there may also be co-benefits to be gained for aquaculture in the area. Shetland aims to grow its net zero contribution including through a planned ultra-deep water port development, which would support servicing the energy sector, oil and gas decommissioning and large-scale offshore renewables. In addition, Oban is developing as a university town, and the European Marine Science Park is a key opportunity to build the local economy and provide education locally.

Sea ports are a focus for investment in the blue economy and further diversification of activities could generate additional employment across the area. Potential for business development ranges from long distance freight to supporting the cruise and marine leisure sectors and decommissioning opportunities. There may also be opportunity for ports in the islands to establish themselves as near-Arctic marine transport and logistics hubs, including for transhipment operations.

There is an aspiration for the servicing of ultra large container ships with associated facilities within Scapa Flow. The potential for such development to adversely affect European site(s) has been identified through the HRA of NPF4. Therefore, this would need to be considered carefully at project level, including through the Habitats Regulations Appraisal process, to ascertain that there will be no adverse effects on

the integrity of European sites, or if this is not the case, whether there are imperative reasons of over-riding public interest and relevant statutory tests can be met.

New infrastructure and repurposing of land will help to shift industrial activity towards supporting the offshore renewables sector. Key strategic sites for industrial investment and associated port infrastructure and facilities include plans for: Dales Voe and Scapa Flow as part of the Islands Growth Deal; Cullivoe; Arnish in Stornoway; Wick; Scrabster; Gills Bay; Kishorn; Oban; Port Askaig; and Hatston, Kirkwall. Other key nodes on the ferries network, including Ullapool, Uig and Mallaig, will continue to act as important hubs to support communities, investors and visitors.

Proposed space ports, which make use of the area's relatively remote location and free airspace, could support our national ambitions to grow this sector. This includes plans for an Outer Hebrides Spaceport 1 in Scolpaig, North Uist and an emphasis on space research and skills development in Shetland as part of the Islands Growth Deal, a space port at Machrihanish and ancillary buildings at Benbecula. Planning permission has been granted for a space port at Melness in Sutherland, making use of its location away from populated areas to provide a vertical launch facility that could link with wider opportunities for manufacturing, research and development across Scotland.

Food and drink is a key sector, with aquaculture, distilleries, commercial fishing, and seaweed farming providing a crucial and growing source of employment for many local communities. This sector is of national significance, with whisky generating an estimated £5 billion to the UK economy and salmon accounting for more than 40% of total food exports. By improving the resilience of existing infrastructure we will ensure continued access to international markets. There are significant opportunities to build on experience and expertise through associated research and development. A development hub at Machrihanish to support aquaculture research in association with Stirling University could open up wider opportunities to expand onshore aquaculture at sites across Scotland. Within Orkney, farming is still the main industry providing products for local consumption and for Scotland's food and drink sector.

Targeted investment in tourism infrastructure will ensure the coast and islands can capitalise on their rich natural assets, heritage and culture to support better quality and more stable jobs in the sector whilst providing a positive experience for visitors and residents. This sector has been significantly impacted by the pandemic and a short term focus on recovery can be underpinned by efforts to secure longer term sustainability. Planning can help to ensure that the Rural Tourism Infrastructure Fund is targeted to places where the pressure is most significant. Priorities include visitor management of the area's World Heritage Sites. Through the Islands Growth Deal, plans are in place for the Orkney World Heritage Site Gateway that will manage and disperse visitors to the Heart of Neolithic Orkney UNESCO World Heritage Site; and the Outer Hebrides Destination Development Project will support the strategic development of tourism infrastructure, bringing together key assets including St Kilda World Heritage Site, the Iolaire Centre, the Hebridean Way, Food and Drinks trail and the Callanish standing stones. Other ongoing projects, including long distance routes such as the Kintyre Way and the Argyll Sea Kayak Trail and Crinan Canal can help to expand a high quality offer of exceptional marine tourism across the area as a whole.

Regionally and locally there is a need for smaller scale investment across the area to put in place low maintenance, carefully designed facilities which better support and manage the impact of informal tourism including camping, campervans and day trips. This should reflect the scale and nature of operators including community trusts, which can have broad impact and influence. Efforts to provide access to education and build skills locally will also support this, with key projects including plans for the redevelopment of the Shetland Campus. Additionally, the lessons we have learned from the pandemic about remote working could also help to grow communities by extending the range of high quality jobs available locally.

North

This area broadly includes parts of Highland with parts of Argyll and Bute, Moray, Cairngorms National Park, as well as the north of Loch Lomond and The Trossachs National Park, Stirling and Perth and Kinross, with links west and north to coastal and island communities.

Priorities

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans in this area should protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient connections.

The area's natural capital will play a vital role in locking in carbon and building our resilience by providing valuable ecosystem services. This includes sustainable flood risk management, biodiversity, access and education.

Land and sea assets will play an internationally significant role in renewable energy generation and carbon sequestration. The area can act as a strategic carbon and ecological 'mitigation bank' that can make a major contribution to our national climate change commitments. A programme of investment in forestry, woodland creation, native woodlands and peatland restoration will play a key role in reducing our national emissions, providing investment opportunities, supporting ecosystems and biodiversity and benefiting current and future generations. There are also opportunities to explore the decarbonisation of the forestry sector, processing and the transport of timber, and to build community wealth through new businesses, such as a nationally important tree nursery in Moray.

Wider but closely related priorities include continuing conservation at a landscape-scale, to develop resilient nature networks, deer and moorland management, visitor management and recreation, rural housing, community empowerment and economic development. This will provide good quality local employment, strengthen and diversify local economies and help to secure a sustainable future for local people. The area's rivers are also strategic assets that will continue to benefit from aligned land use, climate adaptation and biodiversity enhancement.

The Cairngorms National Park is bringing together conservation, the visitor experience and rural development to provide benefits that extend well beyond the park boundary. Landscape-scale solutions to build resilience to climate change, to manage sustainable tourism and outdoor access, and a commitment to reversing biodiversity decline and increasing woodland expansion and peatland restoration, are all key priorities. Demand for development, including in pressured areas, will require a planned response to minimise the impact of second homes on local communities and ensure new homes are affordable and meet local needs.

This area also makes an important contribution to our climate change targets by supporting renewable energy generation. Repowering and extending existing wind farms will optimise their productivity and capitalise on the area's significant natural energy resources, and there is potential to increase offshore wind energy capacity. A carefully planned approach can reduce environmental and other impacts and retain more benefits locally. Community ownership of renewable energy projects at all scales could play a key role in improving resilience, empowering local people to take control of their own assets and helping tackle fuel poverty. **Pumped hydro storage** at Cruachan and other sites such as Coire Glas can support the energy network, as well as providing tourism and recreation opportunities, and we expect to see a growth in solar power. As technologies continue to develop, storage and other forms of generation will grow. The electricity distribution and transmission network will require upgrading to support the large increase in onshore and offshore electricity generation required to achieve net zero, as well as to meet new demand from heat and transport. There will also be a need for more community-scale energy generation to serve the needs of local communities directly and build resilience.

The transport system as a whole will need to be planned to support a shift to more sustainable transport whilst maintaining access to markets and facilities. In line with the transport sustainable investment hierarchy, development should first be focused in locations which make the best use of existing infrastructure and services before building new infrastructure or providing new services.

Improvements to the Highland Main Line through electrification and delivery of new stations including at Inverness Airport, will help to create a sustainable commuter network for Inverness and open up more rural areas to lower carbon development. Our rolling programme of efficient electrification is also a key enabler for growth in rail freight, creating improved connectivity and providing additional capacity with faster journey times, better use of track capacity and lower unit costs. A continued modal shift to rail for both passengers and freight will bring significant environmental benefits over time.

Roads will continue to be arteries upon which local communities and businesses depend. There will be a need to adapt key routes due to the impacts of climate change alongside creating a strong network of charging points, including improvements to the A96 to improve safety and to the A9 to maintain a resilient road link from Thurso and Inverness to the central belt. Remote and rural areas including islands are dependent on reliable accessibility by road including connecting to ferries and ports, facilitating reliable public transport by road, access to essential services and transporting of goods. There is an urgent need for improvements to the A83 to ensure the resilience of the economy and communities of wider Argyll, as well as resilience challenges for other key routes such as the A82.

Continued investment in the national long distance walking and cycling network provides an opportunity to assist in decarbonising tourism and recreation across the area, whilst also providing, and acting as a spine for, sustainable active travel connections for everyday travel in the vicinity of towns and villages.

Inverness and Oban airports are hubs for air connections to dispersed communities and Wick John O'Groats Airport and Broadford Airstrip on Skye are key connections. Oban Airport is also an opportunity for investment in compliance operations and future drone technology. The Highlands and Islands are aiming to become the world's first net zero aviation region by 2040 by pioneering new approaches including electric aircraft. Investment in technology and facilities will be required to achieve this. The proposed Moray Aerospace Advanced Technology and Innovation Campus (MAATIC) at Lossiemouth intends to create a skilled workforce for the Moray region through focusing on aviation sector and supply chain.

To deliver liveable places, Regional Spatial Strategies and Local Development Plans in this area should maintain and help to grow the population by taking a positive approach to rural development that strengthens networks of communities.

We will do all we can to help reverse depopulation across rural Scotland. Here, as with other more rural areas of Scotland, 20 minute neighbourhoods can be tailored to work with both larger towns and more dispersed settlement patterns.

Inverness plays a vital role as a regional centre for services, health, justice, employment, education, sport, culture and tourism and has seen significant expansion in recent years. Key sites for its growth are located primarily to the east along the Moray coast. A sustainable and adaptive growth strategy will continue to be supported by planned investment in education and health and social care services, as well as employment uses. The new railway station serving Inverness Airport will help to connect local communities with growing employment opportunities in the wider area. Inverness Castle, as part of the Inverness and Highland City Region Deal, will be redeveloped and opened up to the public, attracting national and international tourists and encouraging visits to the wider Highlands and Islands.

Fort William, Dingwall, Grantown-on-Spey and Aviemore are key settlements, and the area has strong relationships with adjacent, more coastal settlements such as Mallaig, Oban, Wick and Thurso. Moray also has a strong network of towns including Forres, Elgin and Nairn. In more remote communities there is a need to reverse population decline. A place-based approach (as demonstrated by Fort William 2040), including work to improve town centres and reuse redundant buildings, will support recovery in a way which responds to the strong character and identity of each of the area's towns and villages. Such an approach is evident in Growth Deal projects such as Moray's Cultural Quarter proposal.

A positive approach to rural development could support the development of a network of hubs, and future service provision will require imaginative solutions so that places can be resilient and self-supporting. Investment in strategic health, justice and education facilities is already planned. In the longer term, digital solutions, including mobile and remote health services and virtual education, as well as continued investment in improved connectivity, will play an increasingly important role.

As with other parts of Scotland, more homes will be needed to retain people and attract new residents of all ages. Many communities have taken ownership of their land and this could form the foundations for future development by unlocking further development sites. Refurbishment of existing rural buildings and halting the loss of crofts could help to sustain the area, and new homes should align with infrastructure and service provision. They should also be located and designed to minimise emissions and to complement the distinctive character of existing settlements and wider landscapes. As climate change continues to have an impact, water supplies and drainage will need to be secured and maintained. Flood risk management and changing ecosystems will need to be factored into future plans to ensure nature-based adaptation solutions complement local living. Addressing fuel poverty will require greater energy efficiency and affordable, low carbon, distributed heat and electricity networks, with a model for increased local generation, having potential to bring benefits. Maintaining connectivity will be essential, particularly through public transport that includes rail access and other active travel networks.

We will continue to support further investment in digital connectivity but will need to go further to adapt to climate change and make use of emerging technologies. Priorities include satellite and mobile solutions to address 'not spots', and to support local living by reducing the need to travel unsustainably. To complement existing physical connections, smart solutions, local hubs, demand responsive transport, and active travel networks will help people to access services and employment and make low carbon local living a more viable option.

To deliver productive places, Regional Spatial Strategies and Local Development Plans in this area should support local economic development by making sustainable use of the area's world-class environmental assets to innovate and lead greener growth.

Natural assets and environmental quality underpin the area's main economic sectors and must therefore be protected, restored and used sustainably. Planning will help to attract investment, grow and diversify businesses and enable local entrepreneurship, micro enterprises, self-employment and social enterprises to flourish. Remote working can be capitalised on to build economically active local communities. This will require the continued roll out of high quality digital infrastructure and maintenance and decarbonisation of transport routes to wider markets. Food miles can be reduced over time with the help of local community-led food growing networks, by supporting locally driven public procurement and, from a land use perspective, protecting higher quality agricultural land.

Ideas are emerging for the area to secure a low carbon future for tourism. Assets such as the North Coast 500 and, more recently, the Kintyre 66 in the adjacent coastal area, as well as the area's high quality environment and associated food and drink products, attract visitors. However, they also require investment in improvements to infrastructure to support local communities and visitors. This will maintain the quality of the experience and the environment, facilitate lower carbon transport, promote 'leave no footprint' and encourage longer stays. This could involve extending the availability of transport services. There are also many regionally significant opportunities to create jobs by growing support services for outdoor activities such as mountain biking, climbing, walking and angling and in support of the country's winter sport and recreation sector that is primarily focussed in this area.

Investment in research and development, business opportunities and local centres of expertise will help to retain benefits locally and broaden the range of skilled jobs. There will also be opportunities to build on and repurpose existing assets to create greener jobs, such as the former nuclear installation at Dounreay and development at Fort William associated with the Lochaber Smelter.

The area's coastline contributes to the beauty and experience of the area and is also a hub for economic activity including fishing, the cruise and marine leisure sectors, and the offshore renewable energy sector. Key ports include the Cromarty Firth (including Port of Cromarty, Nigg and Highland Deephaven), Corpach, Ardersier, Gills Bay, Inverness, Kishorn and Buckie. Through Opportunity Cromarty Firth and other projects, new facilities and infrastructure will help ports to adapt, unlocking their potential to support the transition from fossil fuels through oil and gas decommissioning, renewable energy (including the significant opportunities for marine energy arising from Scotwind) and low carbon hydrogen production and storage, and the expansion of supply chain and services. This will in turn benefit communities by providing employment and income for local businesses.

North East

This area focuses on Aberdeen City and Aberdeenshire with cross-boundary links to Moray, and south towards Angus and the Tay estuary.

Priorities

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans in this area should plan infrastructure and investment to support the transition from oil and gas to net zero, whilst protecting and enhancing blue and green infrastructure and decarbonising connectivity.

Action is required to tackle industrial emissions and transition towards a greener future that benefits existing communities and attracts further investment.

Greener energy choices, including hydrogen and on and offshore renewables, have a natural home here and will be at the heart of the area's future wellbeing economy. Investment opportunities focus on the green and blue economy and energy innovation. Significant infrastructure will be required to deliver a hydrogen network for Scotland, including repurposing of existing facilities and the creation of new capacity. £62 million in the Energy Transition Fund is supporting four projects to protect existing jobs and create new jobs in the North East, and across Scotland, by opening up opportunities through energy transition and harnessing private sector funding. This funding aligns with the Aberdeen City Region Deal and continuing support for retraining and skills development. Ports and harbours throughout the area are key assets in the blue economy. As offshore renewables are an important part of Scotland's energy transition, there will be a need to align terrestrial and marine development so as to maximise the potential of this sector.

The area's growth strategy includes a commitment to building with nature by creating multi-functional blue and green networks and improving green spaces in and around settlements, connecting with the national long distance cycling and walking network

and facilitating active travel. Community-led climate action will help to provide locally-driven solutions. A new water supply and waste-water systems will play an important role in building long-term resilience.

Aberdeen is a key transport hub providing vital connections internationally, as well as lifeline services to Orkney and Shetland. Congestion will be reduced as a result of the construction of the Aberdeen Western Peripheral Route, and the A92/A96 Haudagain Improvement project. In the city, work is ongoing to lock in the benefits and prioritise sustainable transport, including Aberdeen Rapid Transit. More widely the Aberdeen to Central Belt Rail Improvements will bring benefits to both passengers and freight.

The area can lead the way in promoting low emissions vehicles, active travel and public transport connectivity as part of its contribution to net zero. Links south to the Central Belt and west towards Inverness remain vital. Work is progressing on the £200m investment being made to improve journey times and capacity between Aberdeen and the Central Belt for passengers and freight. Continuing improvements to digital connectivity and active travel will reduce the need to travel by unsustainable modes and facilitate further remote, home or hub based working.

To deliver liveable places, Regional Spatial Strategies and Local Development Plans in this area should focus on continued regeneration and encourage more 20 minute neighbourhoods to sustain the skilled workforce and improve local liveability.

A new focus on local living could help to address the high levels of car ownership and respond to the area's dispersed settlement pattern. Growth corridors extending from Aberdeen to Peterhead, Huntly and Laurencekirk will be a focus for future development, and strategic sites include new communities at Chapelton, Grandhome and Countesswells. There is significant potential to promote more compact growth by making better use of brownfield sites and increasing density.

There will be benefits for people of all ages arising from an increase in local living and a shift towards 20 minute neighbourhoods and the creation of connected, walkable, liveable and thriving places, in both urban and rural contexts. The aim is to encourage sustainable travel options, provide communities with local access to the wider range of facilities, services and amenities to support healthier and flourishing communities. In rural places, social and community infrastructure can be designed with different settlements working in clusters as a 'network of places', providing services and amenities that best meet the needs of local rural communities.

The area's towns contribute to its sense of place and further town centre regeneration will help communities to adapt to current challenges and future change. Service provision also needs to reflect the area's character. Several new or extended primary and secondary schools and community facilities are planned and the area will support wider rural communities by hosting a new centre of excellence for rural and remote medicine and social care. Access to good quality open space and opportunities for local food growing, including allotments and community orchards, can benefit health and wellbeing and tackle inequalities as an integral part of placemaking.

The area benefits from a productive coastline that will be a focus for future economic activity and investment associated with offshore renewable energy and the blue economy. The coast is home to communities who will benefit from continued regeneration and a move towards 20 minute neighbourhoods that reduces the need to travel. Key regional priorities include the regeneration of Banff, Macduff, Fraserburgh and Peterhead. Future coastal vulnerability to erosion, sea level rise and flood risk will need to be factored into development strategies. The fishing industry will continue to contribute to the area's strong sense of place and shared heritage, communities and economy, with some ports and harbours also having opportunities in the cruise and marine leisure sectors.

To deliver productive places, Regional Spatial Strategies and Local Development Plans in this area should support continued economic diversification and innovation.

The relocation of some activity at Aberdeen Harbour to the south harbour has been an important element in planning for the future. Further investment will help to realise its full potential as a low carbon hub and gateway, and there may be opportunities for development at the South Harbour to support the carbon capture and storage and hydrogen innovation work at St Fergus and Peterhead in Northern Aberdeenshire. This is also a significant opportunity to improve urban liveability by unlocking waterfront sites for mixed use development close to the city centre. Local people will need to be involved in deciding how potentially significant industrial and business activity can be accommodated, alongside regenerating a vibrant, redesigned city centre in the coming years.

It is essential that environmental impacts arising from relocation of the harbour and any onward reorganisation of the land uses around it are carefully managed in a way that recognises the location's natural assets and sensitivities. We expect the LDPs and consenting processes to be informed by the required impact assessments, to play a crucial role in guiding future development and addressing environmental sensitivities.

Central

This area broadly covers central Scotland from the Glasgow city region and the Ayrshires in the west to Edinburgh city region in the east, including the Tay cities, the Forth Valley and Loch Lomond and The Trossachs National Park.

Priorities

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans in this area should support net zero energy solutions including extended heat networks and improved energy efficiency, together with urban greening and improved low carbon transport.

Blue and green infrastructure

The greening of the built environment, including former industrial areas, is a long held ambition that we now need to expedite to significantly reduce emissions, adapt to the future impacts of climate change and tackle biodiversity loss. Investment in green infrastructure will support urban sustainability, help to restore biodiversity, contribute to our overall targets for reducing emissions and improve health and wellbeing.

There is much that we have already learned from past work, for example initiatives to naturalise former mining features, reclaiming canals as a cultural heritage and natural asset, and extensive woodland creation. Wider woodland expansion across more urban areas could make a significant contribution to improving air quality and quality of life by reducing pollution, managing water and cooling urban environments. Blue and green networks can help to deliver compact and liveable cities.

Many initiatives will come together to achieve urban greening:

- The **Central Scotland Green Network** will continue to bring together environmental enhancement projects. Initiatives such as the John Muir Pollinator Way demonstrate how nature networks can help restore and better connect biodiversity and enhance green infrastructure at a landscape scale.

- The Glasgow City Region Green Network, a long-term transformational programme of environmental action, can achieve a step change in the quality and benefits of green places across west central Scotland and bring enhanced biodiversity closer to communities. As part of this, the Clyde Climate Forest is proposing natural solutions at scale across the Glasgow city region.
- The Inner Forth Futures Partnership is tackling the effects of climate change and providing recreation benefits through projects such as peatland restoration and woodland expansion, and supporting the creation of habitat networks.
- The River Leven Project in Fife is a holistic place-based approach to development. Blue and green infrastructure will support investment and provide environmental, health and wellbeing benefits for communities.
- The Tayside strategic green and active travel network also aims to create regionally significant assets that contribute to the quality of the area.
- Perthshire Nature Connections Partnership (PNCP) encompasses a long-term, nature-based vision for Perth and Kinross that aims to create a distinct connection between the Cairngorms and Loch Lomond and The Trossachs National Parks.
- There is a particular opportunity to build on the successful regeneration of our canals to provide an invaluable strategic greenspace that connects communities across the area as a whole, contributes to its strong post-industrial heritage and provides wider functions such as water management to support future resilience to climate change. The potential of a canal asset should be recognised as a shared priority.

There is a continuing need to invest in renewing and improving the capacity of flooding, water and drainage infrastructure to build the resilience of communities. A catchment-scale approach, using nature-based solutions, can also provide benefits for the health and quality of life of Scotland's urban communities, particularly where solutions seek to deliver multiple benefits, including biodiversity gain and active travel routes. This approach can also be more cost-effective than hard engineering solutions and create lasting jobs. For example, the Glasgow city region recognises the challenges for future adaptation and is identifying sustainable solutions to sea level rise, urban overheating, and water management.

Engineered solutions to adapt our water and drainage infrastructure will be required in some circumstances, but should support more natural benefits as far as possible. There is scope to continue, and extend, the lessons from the Metropolitan Glasgow Strategic Drainage Partnership to future proof infrastructure in support of the long-term growth and development of Edinburgh. The Lothian Drainage Partnership is taking this forward with projects emerging within Edinburgh and at the ClimatEvolution Zone in East Lothian.

At a local scale there is significant potential to expand raingardens and sustainable urban drainage systems to help manage surface water as part of blue and green infrastructure for our future cities and towns.

Whilst predominantly urban, this part of Scotland benefits from a rich and diverse rural area and there are many areas where town meets countryside. These green areas and natural spaces are key assets, sustaining communities that could become better places to live if we can achieve this in a way that is compatible with our wider aims for climate change, nature restoration and 20 minute neighbourhoods. The pandemic has demonstrated that many people are looking for more space at home and in their communities. It will be important to plan positively and imaginatively to make sustainable use of the countryside around our cities and towns.

These areas have important functions – productive agricultural land, providing vital ecosystem services and spaces for local food growing, outdoor access and recreation. They support carbon sequestration, including through peatland restoration, woodland creation and conserving natural habitats, and there is scope for innovation in key sectors including sustainable food production.

Planning has the potential to address the impact of climate change on communities whilst also generating renewable heat and facilitating urban cooling from our rivers. Mine water, solar and onshore support for offshore renewables, including development that makes use of existing infrastructure at strategic hubs, all provide opportunities for decarbonisation.

Loch Lomond and The Trossachs National Park has landscape-scale opportunities to restore and enhance nature and respond to climate change, including through woodland creation and peatland restoration, as well as natural flood risk management. The National Park will continue to support the quality of life and health of the urban population and its future priorities include new infrastructure provision to provide a quality visitor experience and support people to connect with nature, as well as a greener tourism sector supported by innovative low carbon transport solutions. Long distance active travel and rail routes have untapped potential to provide sustainable tourism solutions. The area's communities can adapt to support more localised living and working opportunities, with improved digital connectivity and affordable housing. More integrated planning and land management offers opportunities to support land use change and reduction of greenhouse gas emissions. The approach also links with and relates to the action area to the north.

Urban accessibility

A focus on community wealth building, together with growing opportunities for longer term remote working, could address the high levels of transport movement by private car and challenges of congestion and air pollution across the area. Local living, including 20 minute neighbourhoods, will help to minimise future commuting and ensure jobs and income can be spread more evenly across the area. Accessibility and transport affordability can support more resilience which benefits communities who are less connected.

By putting in place **mass/rapid transit systems** for Edinburgh through plans to extend the tram network, and for Glasgow including the Clyde Metro and multi-modal connectivity, we have an opportunity to substantially reduce levels of car-based commuting, congestion and emissions from transport at scale.

Connections to the rest of the UK will be strengthened in the longer term through **high speed rail** connectivity, with stations expected in Glasgow and Edinburgh. Decarbonisation of freight will require the construction of new hubs and associated facilities to support logistics. This will also support growing interest in express logistics from rail operators that would see passenger Electrical Multiple Units converted to carry small freight, targeting the UK parcel market. Ports on the Clyde, Forth and Tay coasts will also play a key role in this transition.

Digital connectivity will facilitate remote working, supporting the growth of towns and villages outwith the larger cities and potentially leading to a renaissance in more rural living. It will be crucial to address digital inequality, whether through cost, infrastructure or skills development, as virtual service provision continues to grow.

To deliver liveable places, Regional Spatial Strategies and Local Development Plans in this area should pioneer low carbon, resilient urban living by rolling out networks of 20 minute neighbourhoods, future proofing city and town centres, accelerating urban greening, investing in net zero homes, and managing development on the edge of settlements.

20 minute neighbourhoods

The diversity of this area, from metropolitan districts to rural and dispersed settlements, will require concerted effort to develop networks of places that meet the principles of local living and 20 minute neighbourhoods, and with fair access to a range of services that support sustainable living. Planning should focus on revitalising cities and towns at scale, supporting a finer grained approach to placemaking, and a more intricate mix of land uses and density. This should incorporate networks of natural spaces and blue and green infrastructure, to create health and wellbeing benefits, increase resilience to climate change and support the growth of green job opportunities.

The car-based design of some of our places, including many suburban areas and new towns, mean that a significant shift to a more people centred approach will be required. Planning can help retrofit facilities and services into areas where they are scarce, such as predominantly residential areas, to enable better integrated, mixed-use areas. City, town and neighbourhood centres can be at the heart of this if they are planned to strengthen self-sufficiency and bring services and jobs closer to homes. The recommendations of the recent town centre review can be delivered by supporting a wider range of uses and making the most of their assets.

Accessibility will be a key part of the transition and will involve investment in infrastructure and services in line with the sustainable travel and investment hierarchies, to improve fair access and reduce carbon emissions. Active travel networks will need to expand to make walking, wheeling and cycling an attractive, convenient, safe, and sustainable choice for everyday travel. There are significant opportunities for investment in heat networks, energy storage and the circular economy to create more sustainable neighbourhoods.

Energy efficient, affordable homes

As well as building new homes to net zero standards, more will need to be done to meet the bigger challenge of upgrading the existing housing stock to reduce emissions and adapt to future climate impacts. Emissions from our homes need to be very substantially reduced – by 2030, they must fall by 68% from 2020 levels.

Improved energy efficiency will be needed, by providing zero emissions heating solutions and more sustainable water management practices for existing settlements and homes. Improving sustainable travel options and reliability will help to reduce transport based emissions associated with our homes.

There is a particular pressure for housing solutions, including provision of affordable homes that meet future needs, in the south east of Scotland. Edinburgh has committed to building affordable homes at scale, and will need to work with the region to accommodate wider need and demand in a strategic way. Seven strategic sites, supported through the Edinburgh and South East Scotland City Region Deal, could accommodate up to 45,000 homes and associated economic and employment benefits including: Blindwells, Calderwood, Dunfermline, Edinburgh Waterfront, Shawfair, Tweedbank and Winchburgh. The need for proposals to be supported by low carbon transport solutions, in line with the Infrastructure Investment Plan and National Transport Strategy investment hierarchies and infrastructure first approach, will be critical to their success. The Edinburgh and South East Scotland City Deal identifies infrastructure investment as part of this. These interventions and commitments, taken with the additional transport investment made through the Deal, will ensure the city region continues to grow and flourish. Regionally significant services, including healthcare and social care facilities and investment in the learning estate, is also planned to support future growth and sustain the wellbeing of existing, new and expanding communities.

Waterfront regeneration

The region's coasts and firths define the area's history and shape its sense of place. There is potential to unlock the strategic importance of coasts, estuary and river corridors for climate mitigation, resilience, and positive environmental change. Coastal change, driven by climate change, will need to be managed to build long-term resilience and future-proof our waterfronts, where this is feasible. Progress has been made to create long distance walking and cycling routes to open up access to waterfront spaces and reclaim them as a resource for people as well as industry. There will be a need to anticipate and mitigate risk from coastal erosion, flood risk and storm surges, with a focus on natural solutions which work with the unique biodiversity and landscape character of these important places.

These coasts are rich in cultural and natural heritage. Along the Inner Forth, various projects provide multiple benefits, including flood management, cultural landscape enhancement, habitat creation, access and

tourism. Edinburgh's waterfront regeneration is ongoing, with Granton benefiting from an ambitious masterplan, the tram extension to Leith progressing and potential development at Seafield helping to redefine the city's relationship with its coastline. This is reusing existing assets and helping Edinburgh to become a more liveable city. A masterplanned approach to regenerating the **Edinburgh Waterfront** can take into account opportunities for the Port of Leith to service the offshore energy sector. More broadly, port facilities should continue to be capable of servicing freight traffic within the Firth of Forth given the importance of east coast freight links.

The successful regeneration of **Dundee Waterfront** has demonstrated the potential to make sustainable use of our urban coasts, and ongoing proposals include the creation of a marina at Victoria Dock and further development of central waterfront sites. Dundee port has an aspiration to expand its operational area into the Firth of Tay. The HRA of NPF4 has identified that such development would have a high probability of resulting in adverse effects on the integrity of European site(s). This would therefore need to be considered carefully at project level, including through the HRA process to ascertain that there will be no adverse effects on European sites, or if this is not the case, whether there are imperative reasons of over-riding public interest and relevant statutory tests are met.

Reuse of brownfield land

A more liveable Central Belt means that we will need to do more to reuse empty buildings and brownfield land, including vacant and derelict land, particularly spaces which have not been used for decades and can be accessed by sustainable modes. This will reduce further urban sprawl and improve local environments. Around 40% of Scotland's vacant and derelict land is concentrated in the Glasgow city region and its reuse for a range of uses is a key priority. Edinburgh has committed to building a significant share of future housing development on brownfield sites and progress is being made in Dundee to repurpose disused sites, including the creation of a new innovation park on the former Michelin site.

A combination of incentives, investment and policy support for productively reusing brownfield land and buildings at risk will be required to steer development away from greenfield locations, whilst also acknowledging their biodiversity value and potential for urban greening. Public-sector led development can shape future markets and deliver development in places where change is needed the most and can deliver multiple benefits. Redevelopment should include, but not be limited to, housing development. By de-risking sites and taking an infrastructure first approach, this land can help to achieve a better distribution of new homes to meet our future needs. This will also reduce pressure in places where growth is no longer sustainable. Key projects include the Eden project on the sites of the former Dundee gasworks, and the redevelopment of Ravenscraig, a longstanding post-industrial site where new development, including improved transport connectivity, can bring new models of low carbon living at scale.

To deliver productive places, Regional Spatial Strategies and Local Development Plans in this area should target economic investment and build community wealth to overcome disadvantage and support a greener wellbeing economy.

This area has a diverse business base and is a key engine of growth for Scotland as a whole. There are many clusters of sites and businesses which form the basis of regional propositions for investment. In line with our aspirations to build a wellbeing economy, opportunities for investment and development should be designed to maximise economic, social and environmental wellbeing, rather than focusing on growth alone. A planned approach can help to target future development in areas of significant economic disadvantage so that new and better jobs are more fairly distributed to help address national, regional and more localised inequality.

City and town centres

The pandemic has brought obvious challenges for our city centres, but has also unlocked opportunities to take forward new models of working that could better support wellbeing and improve our places in the longer term. The continued growth of remote and local working and the creation of hubs within groups of settlements could significantly reduce the need to travel, whilst also helping to grow local businesses and communities.

This raises significant questions for the future of city centres. Existing offices have the potential to be repurposed to achieve higher density mixed use neighbourhoods with a lower carbon footprint and require careful planning to ensure future communities are properly supported by appropriate services.

Glasgow city centre, an exceptional asset and a primary location and cultural destination, has been significantly impacted by unprecedented changes in working patterns, service provision and the retail sector. Whilst these changes may not be sustained in the long-term, now is the time to accelerate work to diversify the city centre and invest in maintaining and re-using existing buildings so that it can evolve to be a more carbon conscious place. Existing connections mean the centre could sustain many more homes to meet a commitment to doubling the city centre population, revitalising places and creating a 24 hour city that is safe and open to everyone. Significant investment in schools, community services and greenspace will be needed to achieve this and more creative use of the public realm and a low emission zone will help to make this a safer and healthier environment for people of all ages. Innovative solutions, such as retrofitting energy efficiency measures to social housing across the city, could be extended to help improve the built fabric of the city centre's commercial properties.

Edinburgh has similar challenges and opportunities for positive change. High interest in investment and associated demand for new homes means that planning will need to help deliver sustainable development that supports the quality of life of existing and future residents. As a capital city with a World Heritage Site at its core, it will be crucial that future development takes into account the capacity of the city itself and its surrounding communities and makes the most of its exceptional heritage assets, places and cultural wealth. The City Centre Transformation Plan supports a move away from a car-based city centre to create a more liveable and attractive place to live, work and visit. The Forth Bridge is also an inscribed UNESCO World Heritage Site, and our rich industrial and cultural heritage remains apparent across the area.

Dundee is well on the way towards reinventing itself through regeneration of the waterfront, unlocking strategic sites for new homes and new opportunities for innovation and economic development arising, such as the Michelin Scotland Innovation Park and at the port. Continued regeneration in this area, building on the city's rich culture, sense of place and appetite to innovate will also contribute to the overall aims for this part of Scotland. The V&A will continue to be a focal point for this, evolving to become a National Centre for Design within this UNESCO City of Design.

Town centres throughout this area will also play a critical role in driving a new economic future. The recent town centre review highlights opportunities to expand the range of services and facilities they offer, reuse redundant buildings and provide new homes for a wide range of people. This in turn will ensure their crucial role in defining our sense of place is protected and enhanced, future proofing a key asset for Scotland as a whole.

Strategic sites

Many business and investment sites are located along key transport corridors and new approaches may be required as investment transitions away from locations that can only be reached by car towards more accessible areas that are connected by low carbon and active travel options.

The **Clyde Mission** will stimulate investment in sites along the Clyde to build a wellbeing economy and achieve a step-change in the quality of the environment for communities. This

ambitious project will reuse extensive areas of vacant and derelict land in accessible locations and requires a sustainable approach to manage the future impact of climate change. Key sites extend from Greenock Ocean Terminal to Queens Quay, Tradeston, the Broomielaw and Glasgow City Centre, to Clyde Gateway – a longstanding regeneration project which has made exceptional progress in transforming communities and overcoming inequality. A national collaboration to support delivery of the project has significant potential to accelerate change, attract investment and achieve wider benefits for communities. The wider Clyde Coast, an iconic area rich in cultural heritage and natural assets, can be reimagined through collective efforts on regeneration in nearby coastal communities, such as Dunoon and Rothesay. The area's accessibility by train and water means that it is an ideal location for low carbon tourism and leisure.

Aligning with the Clyde Mission, the Ayrshire Councils are working together through their Ayrshire Growth Deal and Community Wealth Building programme to build economic resilience and address unemployment, poverty and inequality across their area, with town centres at the heart of communities. This includes proposals for advanced manufacturing and aerospace engineering which will make use of the existing infrastructure and investment opportunities available at Glasgow and Prestwick airports. Glasgow is already a centre of expertise for manufacturing satellites and will benefit from the associated development of a network of spaceports across the country, whilst supporting wider industry and employment. The Ardeer peninsula is also a significant site for redevelopment of the wider Ayrshire area. **Hunterston** is a strategic asset with deepwater access, where there are plans for new economic development and employment uses. Development of the site will need to take account of future vulnerability to climate change. A planned marine centre at Ardrossan will provide further opportunities.

The Edinburgh City Region supports investment in significant clusters including the Bioquarter, Mid Fife, Dunfermline, Guardbridge St. Andrews, Galashiels, Cockenzie, Midlothian and the M8 corridor. A strategy for West Edinburgh is emerging which guides a wide range of uses to create a sustainable extension to the city, with added benefit from associated improvements to the quality of place of existing communities. Proposals focus on locating development on and around existing transport corridors and work is ongoing to improve accessibility including the Edinburgh tram extension. Further investment should take into account the impact of new development on potentially compounding existing capacity constraints and congestion, and prioritise sustainable choices.

As the highest single source of industrial emissions in Scotland, and a key part of our future resilience and manufacturing base, continued investment at Grangemouth, and the strategic sites it includes, will be required. Plans are emerging for innovative industry in the Falkirk/Grangemouth Investment Zone, building on the area's strengths in chemicals and making the most of strategic assets including the port and rail connection. There is great potential, not only to reduce emissions at the Grangemouth complex, but also to grow the cluster into a hub of low carbon manufacturing that can help unlock wider decarbonisation across the country, with its strategic location, infrastructure, assets and skills base. Opportunities include renewable energy innovation, bioenergy hydrogen production with carbon capture and storage, and repurposing of existing strategic and critical infrastructure such as pipelines. The skills, knowledge and experience that is currently situated there for the petro-chemicals sector is a prime resource for the transition to net zero. This can form a focal point in a wider masterplan for Forth Valley that brings together opportunities for energy with the circular economy to support wider investment in green economic opportunities.

Coastal sites formerly used for baseload power generation – specifically Longannet and Cockenzie – benefit from existing assets and infrastructure that can be repurposed to form the basis of new proposals. At Cockenzie, work is ongoing to develop an opportunity for a Climate Evolution Zone to generate employment and

provide essential infrastructure for net zero, linked with the potential to expand the new sustainable settlement at Blindwells, within the Greater Blindwells Development Area. There is scope to build on the strategic location and rail connectivity of Longannet to benefit local communities around this part of the Forth. There are further opportunities for a range of economic activities and investment in ports associated with a green economy at Montrose, Dundee, Rosyth, Burntisland, and Methil.

The Levenmouth rail link will reconnect Leven to the mainline rail network with new stations at Leven and Cameron Bridge by 2024 subject to consenting processes. This will enhance the communities it serves and contribute positively to the lives of people who live there by unlocking access to social, cultural, employment and educational opportunity.

The Tay Cities Region has a strong regional proposal for developing clusters of investment in research and innovation supporting a range of sectors in both urban and rural areas including life sciences, energy, digital, and food production. Perth is managing housing development in strategic development areas and transport infrastructure investment and the creation of a bus and rail interchange to support modal shift and establish a new gateway to the city. Work is underway to deliver local heat and energy networks, Perth West Regional Innovation Park and to make Perth the 'Biodiversity Capital of Scotland'. Angus Council is progressing its Mercury Programme to support clean growth, low carbon transport and housing and agri tech which will contribute to future food security and reduce emissions. Key sites include Montrose Port, and the Angus Rural Mobility Hub in Brechin.

Stirling is bringing forward new opportunities for innovation and investment, building on the city's strong heritage and supported by the area's educational institutions. Within Forth Valley, a National Tartan Centre, the Canal corridor, the Frontiers of the Roman Empire: Antonine Wall World Heritage Site, Ochil Hills and Whisky Trail create a unique heritage offering which will support local employment and strengthen the area's sense of place. Tourism is a key theme in the emerging regional economic strategy for the Forth Valley and both the Falkirk Growth Deal and Stirling and Clackmannanshire City Region Deal.

Ports

Key ports in this area can play a central role in supporting the expansion of renewable energy, in particular offshore wind energy. It will also be important to make use of the infrastructure to reduce road haulage and secure a more sustainable freight sector which directly links to international markets. There are opportunities for enhanced cruise facilities for the Forth, as well as the Clyde where Greenock Ocean Terminal, supported by the Glasgow City Region Deal, can build on its role as a key gateway. There may be opportunities to make use of harbour facilities to support the marine leisure industry.

Development of ports on the Firth of Forth will also need to take account of the potential for a substantial increase in freight and passenger traffic between Scotland and continental Europe, linked to the Scottish Government's objective that Scotland should accede to the EU as an independent Member State at the earliest possible opportunity.

South

This area broadly includes Dumfries and Galloway and the Scottish Borders, South and East Ayrshires, South Lanarkshire in the west, with links to the Lothians towards the east.

Priorities

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans in this area should protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient physical and digital connections.

This area's forests and woodland are a nationally significant asset and its extensive peatland will need to support carbon storage and sequestration. The Borderlands Natural Capital Programme will develop trials and sector strategies to restore biodiversity, build resilience and make the most of the area's natural assets to support climate change mitigation and adaptation. This will build on the successes of a range of nature restoration projects in the area, such as the Carrifran Wildwoods project.

The UNESCO Galloway and Southern Ayrshire Biosphere is a crucial environmental asset which can contribute to the area's future sustainability, liveability and productivity. The South of Scotland Regional Land Use Pilot is providing significant opportunity to work with landowners, landed interests and others to look at the multi-benefits from land use and to maximise natural capital opportunities.

The South of Scotland is an important centre for renewable energy generation. Proposals for consolidating and extending existing wind farms and associated grid improvements and supply chain opportunities will require a carefully planned approach. The Solway Firth has significant potential for renewable energy generation in the future, but development will require careful planning given the sensitivity of the environment and its international importance for nature conservation.

The area's low carbon future will depend on supporting modal shift and reducing car use, given current dependence on the car and need to improve access to services, education and employment. Low emissions vehicles will only go some of the way towards addressing future challenges. Enhancing public transport and improving connectivity between communities in the east and west will help to support thriving and distinct communities.

Public transport, including the bus network, will play an important role in decarbonisation and developing innovative solutions and linkages to the rail system. Active travel should be supported with wheeling, walking and cycling within and between towns and other communities linked to strategic routes for residents and visitors. This is important not only for local sustainability but also as a strategic attraction to take advantage of major outdoor recreation opportunities.

There is also a need to secure better digital links to unlock the potential of rural living and home or hub working. The Borderlands Digital Infrastructure Programme will play a key role in supporting connectivity and responding to future technology and innovation.

To deliver liveable places, Regional Spatial Strategies and Local Development Plans in this area should increase the population by improving local liveability, creating a low carbon network of towns and supporting sustainable rural development.

Quality of life for people living in the area will depend on the network of settlements in the future and existing communities should form the basis of a tailored response to the local living concept. Town centres can be strengthened as they recover from the pandemic. New measures to build resilience to climate change will be required including flood risk management in key settlements.

Housing provision will play a key role in supporting the area's aspirations for economic development as well as in maintaining

and growing a working age population. Decarbonisation of existing homes will be required, as well as a strategic approach to rolling out electric vehicle charging. Communities themselves will have a critical role to play in shaping their future development.

The area is already investing in regenerating and future proofing its towns and wider communities. The **Stranraer Gateway** Project is an opportunity to consolidate and bring new impetus to regenerate this strategically located settlement. Plans include expansion of the marina, supported by the Borderlands Inclusive Growth Deal, and low carbon heating can be incorporated as part of the transformation of the wider town. Nearby Cairnryan is a crucial gateway to Scotland, with a need to make best use of existing connections.

Regeneration innovation extends across the area. The HALO Kilmarnock project focuses on the reuse of vacant industrial land to create a low carbon community urban village, acting as an exemplar for innovative transformation of future places. The Ayrshire Manufacturing Investment Corridor project supports the economic generation of Kilmarnock and the wider region, whilst the CoRE (Community Renewable Energy) project in Cumnock seeks to explore, develop and provide solutions to energy supply and storage challenges in urban and non-urban areas, and to help in the development of a new, more flexible energy grid to complement existing power systems.

To deliver productive places, Regional Spatial Strategies and Local Development Plans in this area should support local economic development whilst making sustainable use of the area's world-class environmental assets to innovate and lead greener growth.

The future sustainability of the area will depend on the creation of high quality and green jobs for local people. The local economy will need to diversify from its focus on land based industries (agriculture and forestry), to sustain a wider range of businesses and jobs. An emphasis on community wealth building will help to reduce dependence on public sector employment and a relatively low wage economy associated with rural and primary sectors.

The current approach to investment focuses on strategic growth corridors linking economic hubs with transport routes. Whilst the strategic road network is an asset and contributes to the area's connections north and south, a long-term strategy will require innovation and fresh thinking to ensure that future growth reflects our commitment to reducing greenhouse gas emissions and reducing inequality.

The future growth of the east of the area aims to consolidate existing settlements, capitalise on the strong sense of place of its towns and ensure accessibility by locating new development close to the Borders Rail Line. The Borderlands Place Programme, Borderlands Natural Capital Project, future Regional Land Use Partnerships and other strategic initiatives can support an integrated approach to protecting and restoring the area's natural assets, enhancing the built environment and achieving a greener, fairer and more inclusive wellbeing economy across the area.

Employment opportunities can support population growth, help to retain more young people and transition the area away from its current dependence on low wage sectors. New ways of working, including remote working could attract more people to live here, supporting the economy and sustaining local services and facilities. This will also benefit from continued support for local skills development and centres of further and higher education including the Galashiels campus of Heriot Watt University and Glasgow University at the Crichton Campus, Dumfries.

Significant investment sites include the former nuclear power station at Chapelcross which benefits from existing grid connections and is an opportunity to repurpose the land by establishing a green energy park that contributes to national ambitions and innovation. Low carbon accessibility will be a key challenge, as the site is remote from Annan and not served by public

transport. Providing access to wider markets, the port at Cairnryan could create further strategic growth opportunities. The expansion of Tweedbank and an inclusive approach to economic development in the Central Borders and Tweeddale are also strategic opportunities.

The area has aspirations to become a prime outdoor recreation and green tourism destination. Key projects include the South West Coastal Path, and projects supported by the Borderlands Inclusive Growth Deal; the Mountain Biking Innovation Centre at Innerleithen, updating the cycling experience and facilities at some of the 7stanes sites, and Destination Tweed which will deliver a multi-user path and cycle route from Moffat to Berwick upon Tweed. More could be made of the area's border location and attractions to ensure visitors make better use of local services and support the economy and communities.

The west of the area has a close relationship, and strategic connection to, Northern Ireland and Ireland via Cairnryan, as well as across the English border to Carlisle and onwards to European markets. The connection to Northern Ireland and Ireland is already a focus for freight movements as a result of EU Exit.

In the east, the Scottish Borders has a role to play as part of the Edinburgh City Region, with the Borders Railway opening up new sites for sustainable development towards the north, and the south sustaining rural industries. Work is ongoing to assess the feasibility of extending the Borders Railway from Tweedbank to Carlisle.

Annex D – Six Qualities of Successful Places

1. Healthy: Supporting the prioritisation of women's safety and improving physical and mental health

Designing for:

- **lifelong wellbeing** through ensuring spaces, routes and buildings feel safe and welcoming e.g. through passive surveillance and use of physical safety measures.
- **healthy and active lifestyles**, through the creation of walkable neighbourhoods, food growing opportunities and access to nature and greenspace
- **accessibility and inclusion** for everyone regardless of gender, sexual orientation, age, ability and culture
- **social connectivity** and creating a sense of belonging and identity within the community
- **environmentally positive places** with improved air quality, reactivating derelict and brownfield land, removing known hazards and good use of green and blue infrastructure

2. Pleasant: Supporting attractive natural and built spaces

Designing for:

- **positive social interactions** including quality of public realm, civic spaces, streets and ensuring a lively and inclusive experience
- **protection** from the elements to create attractive and welcoming surroundings, including provision for shade and shelter, mitigating against noise, air, light pollution and undesirable features, as well as ensuring climate resilience, including flood prevention and mitigation against rising sea levels
- **connecting with nature** including natural landscape, existing landforms and features, biodiversity and eco-systems, integrating blue and green infrastructure and visual connection
- **variety and quality** of play and recreation spaces for people of all ages and abilities
- **enjoyment**, enabling people to feel at ease, spend more time outdoors and take inspiration from their surroundings

3. Connected: Supporting well connected networks that make moving around easy and reduce car dependency

Designing for:

- **active travel** by encouraging more walking, wheeling and cycling together with reliable, accessible, public transport and shared transport hubs that allow for simple modal shifts
- **connectivity** including strategic cycle routes, local cycle routes, footpaths, pavements, active travel networks, desire lines, destinations, permeability, accessibility and catering for different needs and abilities
- **convenient connections** including local and regional interconnection, infrastructure, sustainable travel, interchange between public transport and active travel and supporting easy modal shifts in transport
- **pedestrian experience** including safe crossing, pedestrian priority, reduced vehicular speed and noise, inclusive design and surfaces, assistive technology, reduced street clutter, catering for suitable vehicular parking and management of loading/unloading and deliveries and refuse collections

4. Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted into designs to reinforce identity
Designing for: • **scale** including density, building heights, massing, orientation, building lines and legibility • **built form** including mix of typologies, types, uses, sizes and tenures • **sense of place** including design influences, architectural styles, choice of materials and finishes, detailing, landscape design, active frontages and cultural context
5. Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience and integrating nature positive biodiversity solutions
Designing for: • **transition to net-zero** including energy/carbon efficient solutions, retrofitting, reuse and repurposing and sharing of existing infrastructure and resources • **climate resilience and nature recovery** including incorporating blue and green infrastructure, integrating nature positive biodiversity solutions • **active local economy** including opportunities for local jobs and training, work spaces, enabling working from home, supporting community enterprise and third sector • **community and local living** including access to local services and facilities, education, community growing and healthy food options, play and recreation and digital connectivity
6. Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can meet the changing needs and accommodate different uses over time
Designing for: • **quality and function**, ensuring fitness for purpose, design for high quality and durability • **longevity and resilience** including recognising the role of user centred design to cater for changing needs over time and to respond to social, economic and environmental priorities • **long-term maintenance** including effective engagement, clarity of rights and responsibilities, community ownership/stewardship, continuous upkeep and improvements

Place Standard Tool and the delivery of successful places

The Place Standard contains 14 themes that support the Six Qualities of Successful Places, providing a consistent framework to consider and to assess the quality of new and existing places. The Place Standard tool Design Version is specifically created to support the consideration of development planning and design within the framework of the 14 Place Standard themes and to deliver on the Six Qualities of Successful Places.

Annex E – Minimum All-Tenure Housing Land Requirement

This Annex sets out the Minimum All-Tenure Housing Land Requirement (MATHLR) for each planning authority in Scotland. This is to meet the requirement of Section 3A(3)(d) of the Town and Country Planning (Scotland) Act 1997, as amended. The MATHLR is the minimum amount of land, by reference to the number of housing units, that is to be provided by each planning authority in Scotland for a 10 year period. The MATHLR is expected to be exceeded in each Local Development Plan's Local Housing Land Requirement.

Local and National Park Authority	MATHLR
Aberdeen City	7,000
Aberdeenshire	7,550
Angus	2,550
Argyll & Bute	2,150
Cairngorms National Park	850
City of Edinburgh	36,750
Clackmannanshire	1,500
Dumfries & Galloway	4,550
Dundee City	4,300
East Ayrshire	4,050
East Dunbartonshire	2,500
East Lothian	6,500
East Renfrewshire	2,800
Eilean Siar	192
Falkirk	5,250
Fife (Central and South)	5,550
Fife (North)	1,750
All Fife*	7,300
Glasgow City	21,350
Highland	9,500
Inverclyde	1,500
Loch Lomond & The Trossachs National Park	300
Midlothian	8,850
Moray	3,450
North Ayrshire	2,950
North Lanarkshire	7,350
Orkney	1,600
Perth & Kinross	8,500
Renfrewshire	4,900
Scottish Borders	4,800
Shetland	850
South Ayrshire	2,000
South Lanarkshire	7,850
Stirling	3,500
West Dunbartonshire	2,100
West Lothian	9,850

* *The total consists of Fife North and Fife Central and South. This reflects that Fife was formerly part of two Strategic Development Plan areas and contributed to separate Housing Need and Demand Assessments.*

Annex F – Glossary of definitions

20 minute neighbourhood	A flexible approach to assessing our places against the concept of local living. A method of achieving connected and often compact neighbourhoods designed in such a way that people can meet the majority of their daily needs within a reasonable distance of their home preferably by sustainable and active travel methods. The principle can be adjusted to include varying geographical scales from cities and urban environments, to rural and island communities. Housing would be planned together with local infrastructure including schools, community centres, local shops and health and social care to significantly reduce the need to use unsustainable methods of travel, to prioritise quality of life, help tackle inequalities, increase levels of health and wellbeing and respond to the climate emergency.
4G	4G is the fourth generation of mobile phone technology, following 2G and 3G. 2G technology was suitable for making calls and sending text messages, while 3G makes it possible to access the internet more effectively through devices such as a mobile, tablet or laptop. It's ideal for services that demand more capacity, like video streaming, mapping and social networking sites.
5G	5G is much faster than previous generations of wireless technology. 5G also offers greater capacity, allowing thousands of devices in a small area to be connected at the same time. The reduction in latency (the time between instructing a wireless device to perform an action and that action being completed) means 5G is also more responsive. Together these features make 5G highly relevant for industrial applications. The connectivity and capacity offered by 5G is opening up the potential for new, innovative services while mobile spectrum can be used in more effective ways.
Affordable home/affordable housing	Good quality homes that are affordable to people on low incomes. This can include social rented, mid-market rented, shared-ownership, shared-equity, housing sold at discount (including plots for self-build), self-build plots and low cost housing without subsidy.
Agent of change principle	Where an application is made for development which is likely to be affected by noise from existing development such as, but not limited to, music venues, manufacturing or industrial sites, large retail outlets, etc., the applicant is required to demonstrate both that they have assessed the potential impact on occupants of the proposed development and that the proposed design incorporates appropriate measures to mitigate this impact.
Ancient woodland	Land that has maintained continuous woodland habitat since at least 1750.
Appropriate assessment	Regulation 48 of The Conservation (Natural Habitats, &c.) Regulations 1994, as amended, requires an authority, before deciding to undertake, or give any consent, permission or other authorisation for certain plans or projects likely to have a significant effect on a European site in Great Britain (either alone or in combination with other plans or projects), to make an 'appropriate assessment' of the implications for the site in view of that site's conservation objectives.

Biodiversity	The variability in living organisms and the ecological complexes of which they are part. This includes diversity within species, between species and of ecosystems (UN Convention on Biological Diversity, 1992).
Blue economy	The Blue Economy is sustainable use of ocean resources for economic growth, improved livelihoods and jobs, while preserving the health of marine and coastal ecosystem.
Blue infrastructure	Water environment features within the natural and built environments that provide a range of ecosystem services. Blue features include rivers, lochs, wetlands, canals, other water courses, ponds, coastal and marine areas including beaches, porous paving, sustainable urban drainage systems and raingardens.
Brownfield	Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused buildings and developed land within the settlement boundary where further intensification of use is considered acceptable.
Buildings at risk register	The Buildings at Risk Register (BARR) for Scotland (buildingsatrisk.org.uk) has been in operation since 1990 and highlights properties of architectural or historic merit that are considered to be at risk. Buildings at risk are not necessarily in poor condition, they may simply be standing empty with no clear future use or be threatened with demolition.
Business and industry	Business, general industrial and storage and distribution uses and smaller scale business uses such as home-working, live-work units and micro-businesses.
Carbon capture utilisation and storage	Carbon capture, utilisation and storage (CCUS) encompasses the methods and technologies used to capture the carbon dioxide generated by large-scale energy intensive processes, such as power generation and industrial processes, and transport that captured carbon dioxide for safe and permanent storage deep underground in a geological formation. In some applications, the captured carbon dioxide can be recycled and used to manufacture useful products, thus giving it economic value.
Carbon-rich soils	Organo-mineral and peat soils are known as carbon-rich soils. A peat soil is defined in Scotland as when soil has an organic layer at the surface which is more than 50cm deep. Organo-mineral soil or peaty soil is soil which has an organic layer at the surface less than 50cm thick and overlies mineral layers (e.g. sand, silt and clay particles). There is also a relatively rare group of soils in Scotland known as humose soils. These have organic rich layers with between 15 and 35% organic matter. These are mineral soils but also considered to be carbon rich.
Carbon sequestration	The long-term removal, capture, or sequestration of carbon dioxide from the atmosphere to slow or reverse atmospheric carbon dioxide (CO_2) pollution and to mitigate or reverse climate change.
Carbon sink	A carbon sink is a natural or artificial reservoir that accumulates and stores CO_2 for an indefinite period.

Circular economy	A circular economy is one that is designed to reduce the demand for raw material in products; to encourage reuse, repair and manufacture by designing products and materials to last as long as possible in line with the waste hierarchy. 
Climate change adaptation	Climate change adaptation is about responding to the changes that we have seen in our climate over the last few decades, and preparing for the challenges that we will face as our climate continues to change.
Climate change mitigation	Climate change mitigation refers to efforts to reduce or prevent emissions of greenhouse gasses, which have a direct impact on global average temperatures, and reducing the current concentration of carbon dioxide by enhancing carbon sinks (for example, increasing the area of forest).
Commercial centre	Centres which have a more specific focus on retailing and/or leisure uses, such as shopping centres, commercial leisure developments, mixed retail and leisure developments, retail parks and factory outlet centres.
Community	A body of people. A community can be based on location (for example people who live or work in or use an area) common identity (for example a shared ethnicity, language, age) or common interest (for example the business community, amenity, sports, social or heritage groups).
Community facilities	Buildings or services used by the community, including community halls, recreation centres and libraries.
Community hub	A community hub is a multi-purpose centre, such as a community centre, medical centre or school, that provides a range of high quality and cost effective services to the local community.
Community wealth building	A people-centred approach to local economic development, which redirects wealth back into the local economy, and places control and benefits into the hands of local people.
Conservation area	Conservation areas are areas which have special architectural or historic interest that are considered worthy of protection. Their selection, assessment and designation is carried out by the planning authority. To be designated as a conservation area it must meet the criteria of 'special architectural or historic interest the character or appearance of which is desirable to preserve or enhance', as set out in Section 61 of the Planning Listed Buildings and Conservation Areas (Scotland) Act 1997.

Cultural significance	Cultural significance means aesthetic, historic, scientific or social value for past, present or future generations. Cultural significance can be embodied in a place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.
Cumulative impact	Impact in combination with other development. That includes existing developments as appropriate, those which have permission, and valid applications which have not been determined. The weight attached to undetermined applications should reflect their position in the application process.
Cumulative impacts (in the context of the strategic transport network)	The effect on the operational performance of transport networks of a number of developments in combination, recognising that the effects of a group of sites, or development over an area may need different mitigation when considered together than when considered individually.
Custom-build housing	Where a person tasks a house builder to tailor a home to their preferences before it is built.
Decarbonisation	Reducing the amount of gaseous carbon compounds released by buildings, activities or operations.
Deliverable housing land pipeline	The expected sequencing of the Local Housing Land Requirement over the short (1-3 years), medium (4-6 years) and long-term (7-10 years), set out in the local development plan delivery programme.
Deliverable land	Land that is free from constraints or there is a commitment to overcome constraints, and development is able to be delivered in the period identified for the site within the Deliverable Housing Land Pipeline.
Derelict land	Previously developed land which is un-remediated and/or which has a constraint caused by its previous use which hampers its redevelopment or naturalisation.
Design flood	Magnitude of the flood adopted for the design of a site, usually defined in relation to the severity of the flood in terms of its return period.
Ecosystem services	The benefits people obtain from ecosystems.
Egress (safe, flood free pedestrian access and egress)	A route for the movement of people (not vehicles) of all abilities (on foot or with mobility assistance) between the development and a place of safety outwith the design flood level.
Enabling development	Enabling development is development that would otherwise be unacceptable in planning terms, but is essential, to secure the future of an historic environment asset or place which is at risk of serious deterioration or loss.

Essential infrastructure	Essential infrastructure includes digital communications infrastructure; telecommunications infrastructure; all forms of renewable, low-carbon and zero emission technologies for electricity generation and distribution and transmission electricity grid networks and primary sub stations; water and waste water infrastructure; and transport proposals and travel networks identified in the local development plan.
Evidence report	A supporting document to the local development plan. An evidence report summarises the evidence base for those proposals and policies set out in the development plan and demonstrates that appropriate consultation has been undertaken and regard given to the views of the community.
Facilities for managing secondary materials	Facilities where materials can be collected and sorted into the various component parts or consolidated into bulk quantities for re-use either in their original or an alternative function and for recovery. 'Recovery' means any operation the principal result of which is waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy. 'material recovery' means any recovery operation, other than energy recovery and the reprocessing into materials that are to be used as fuels or other means to generate energy. It includes, inter alia, preparing for re-use, recycling and backfilling; 'preparing for re-use' means checking, cleaning or repairing recovery operations, by which products or components of products that have become waste are prepared so that they can be re-used without any other pre-processing.
Flood	The temporary covering by water from any source of land not normally covered by water, but not including the overflow of a sewage system.
Flooding from all sources	Includes: Watercourse /Fluvial Flooding – caused by excessive rainfall or snow melt within a limited period, which overwhelms the capacity of the watercourse or river channel, particularly when the ground is already saturated. It can also arise as a result of the blockage of a channel and/or associated structures such as small bridges and culverts; Pluvial Flooding – occurs when rainwater ponds or flows over the ground (overland flow) before it enters a natural or man-made drainage systems (e.g. a river or sewer/drain). It can also occur when drainage systems are at full capacity. It is often combined with sewer flooding and groundwater flooding; Sewer Flooding – occurs when the sewerage infrastructure has to deal with loads beyond its design capacity. This occurs most often as a result of high intensity rainfall events; Groundwater Flooding – occurs when the water table rises above ground level. In Scotland this is most commonly associated with the movement of water through sands and gravels, often connected to the rise and fall of river levels; and Coastal Flooding – occurs as a result of high tide, storm surge and wave activity raising the level of the sea above adjoining land.

Flood risk	The combination of the probability of a flood and the potential adverse consequences associated with a flood, for human health, the environment, cultural heritage and economic activity.
Flood risk area or at risk of flooding	For planning purposes, at risk of flooding or in a flood risk area means land or built form with an annual probability of being flooded of greater than 0.5% which must include an appropriate allowance for future climate change. This risk of flooding is indicated on SEPA's future flood maps or may need to be assessed in a flood risk assessment. An appropriate allowance for climate change should be taken from the latest available guidance and evidence available for application in Scotland. The calculated risk of flooding can take account of any existing, formal flood protection schemes in determining the risk to the site. Where the risk of flooding is less than this threshold, areas will not be considered 'at risk of flooding' for planning purposes, but this does not mean there is no risk at all, just that the risk is sufficiently low to be acceptable for the purpose of planning. This includes areas where the risk of flooding is reduced below this threshold due to a formal flood protection scheme.
Forestry and woodland strategy	A strategy prepared by a planning authority either singly or in collaboration with other planning authorities, which sets out policies and proposals for the development of forestry and woodlands in their area, according to [section A159] of the Town and Country Planning (Scotland) Act 1997.
Freeboard	Freeboard is the difference between the design flood level and either the finished floor levels, solum level, or deck level of a specific development. It is a safety margin designed to allow for the uncertainties involved in flood estimation and physical factors that cannot be assessed and vary between sites e.g., post construction settlement and wave action. In many cases an adequate freeboard allowance is 600mm above the design flood level[2] (in some situations a more detailed assessment of appropriate freeboard will need to be carried out).
Gardens and designed landscapes	The Inventory of Gardens and Designed Landscapes recognises sites where garden grounds and landscapes have been intentionally laid out for artistic effect which are of national importance. Their selection, assessment and designation is carried out by Historic Environment Scotland. Designed landscapes are managed primarily through the planning process by the appropriate planning authority.
Green infrastructure	Features or spaces within the natural and built environments that provide a range of ecosystem services.
Green networks	Connected areas of green infrastructure and open space, that together form an integrated and multi-functional network.
Green recovery	An economic recovery that helps us work toward net zero emissions in a way that is fair and that maximises the opportunities to deliver a thriving, sustainable economy.

2 In line with CIRIA Guidance C624 Development and Flood Risk – Guidance for the Construction Industry 2004.

Green space	Space, other than agricultural land, which serves a recreational or an amenity function for the public, or provides aesthetic value to the public such as areas of— (a) grass, (b) trees, (c) other vegetation, (d) water.
Historic battlefields	The Inventory of Historic Battlefields recognises sites where a nationally important battle took place, soldiers fought and died, and where significant military activities happened. Their selection, assessment and designation is carried out by Historic Environment Scotland. Battlefields are managed primarily through the planning process by the appropriate planning authority.
Historic environment	The historic environment is 'the physical evidence for human activity that connects people with place, linked with the associations we can see, feel and understand'.
Historic environment asset	An asset (or 'historic asset' or 'heritage asset') is a physical element of the historic environment – a building, monument, site, place, area or landscape identified as having cultural significance.
Historic marine protected areas	Historic Marine Protected Areas are areas designated in Scottish territorial waters (0-12 miles) under the Marine (Scotland) Act 2010 for the purpose of preserving marine assets of national importance. These can be wrecks of boats or aircraft or more scattered remains, such as groups of artefacts on the seabed from a submerged prehistoric landscape. Their designation is carried out by Marine Scotland based on advice from Historic Environment Scotland.
Huts	A simple building used intermittently as recreational accommodation (i.e. not a principal residence); having an internal floor area of no more than 30 square meters ; constructed from low impact materials; generally not connected to mains water, electricity or sewerage; and built in such a way that it is removable with little or no trace at the end of its life. Huts may be built singly or in groups.

Infrastructure first	Putting infrastructure considerations at the heart of placemaking. For the purpose of applying the Infrastructure First policy, the following meaning of infrastructure will apply: • communications – including digital and telecommunications networks and connections; • existing and planned transport infrastructure and services; • water management – supply, drainage systems and sewerage (including flood risk management); • energy supplies/energy generation – including electricity and heat networks, distribution and transmission electricity grid networks, and gas supplies; • health and social care services – including both services provided in the community directly by Health Boards and services provided on their behalf by contractors such as GPs, dentists and pharmacists; • education – including early years, primary, secondary, further and higher education services; • green and blue infrastructure; and • spaces for play and recreation.
Infrastructure investment hierarchy	Scottish Government-wide common hierarchy to aid planning and decision-making, which prioritises enhancing and maintaining our assets over new build. See Infrastructure Investment Plan for Scotland 2021-22 to 2025-26 for further details. To support the Infrastructure Investment Plan and its Infrastructure Investment Hierarchy, also see 'A guide to Property Asset Strategy in the Scottish Public Sector'
Just transition	Ending our contribution to climate change in a way that is fair and leaves no one behind
Landbank (construction aggregates)	A landbank is calculated by a Planning Authority and is a means of gauging whether there is sufficient consented construction aggregates (sand/ gravel and hard rock) within their relevant market area, to avoid possible disruption and/or delays to supply. The calculation is primarily based on annual extraction figures, sales trends and the known reserves within existing consented sites.
Lifeline links	A lifeline ferry service required in order for a community to be viable.
Listed building	A listed building is a built structure of 'special architectural or historic interest'. The term 'building' can be defined as 'anything made by people' such as houses, schools, factories, boundary walls, bridges and sculptures. Listing covers the whole of a building or structure including its exterior, interior and any ancillary structures within its curtilage (provided these were constructed before 1 July 1948). Their selection, assessment and designation is carried out by Historic Environment Scotland under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. Listed Buildings are managed primarily through the Listed Building Consent process by the appropriate planning authority.

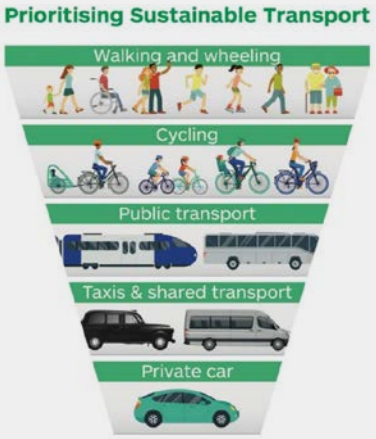
Local authority supported affordable housing plan	Plans or strategies for housing approved by a local authority e.g. Local Housing Strategy, Strategic Housing Investment Plan or future versions of such documents.
Local housing land requirement	The amount of land required for housing, as identified by the local development plan. The Local Housing Land Requirement (LHLR) is expected to exceed the 10 year Minimum All-Tenure Housing Land Requirement (MATHLR) set out in the National Planning Framework.
Local housing strategy	Local Housing Strategies were introduced as part of the Housing (Scotland) Act 2001 to widen the strategic and enabling role for local authorities in relation to housing in their area. The Local Housing Strategy (LHS) sets out the outcomes the Council and its partners want to achieve, and the actions they will take, to address housing need and demand in their area
Local outcomes improvement plan	A local outcomes improvement plan (LOIP) is produced by a community planning partnership (CPP), and describes its local priorities, what improvements the CPP plans for its local communities, and when it will make these improvements. The LOIP covers the whole of the council area that the CPP is responsible for.
Locality plan	A locality plan is produced by a CPP, and describes its local priorities, what improvements the CPP plans for its local communities, and when it will make these improvements. A locality plan covers a smaller area within a whole CPP area, or may also be produced for groups who share common interests or features, for example, young people leaving care or vulnerable adults.
Locations of concern	A location of concern has been defined as a specific, usually public, site that is used as a location for suicide and which provides either means or opportunity for suicide.
Masterplan	A strategic scheme within which a location is proposed to be regenerated or changed in order to meet a perceived challenge or strategic need.
Masterplan consent area	A masterplan consent area scheme can grant authorisation for the type of development set out in the scheme, within the geographic location (area) to which the scheme relates. In setting out the type of development that the scheme authorises, this can be either expressly specified or described as type of development that is specified in the scheme.
Minimum all-tenure housing land requirement	There is a statutory requirement for the National Planning Framework to contain targets for the use of land in different areas of Scotland for housing. To meet this, the National Planning Framework includes a Minimum All-Tenure Housing Land Requirement (MATHLR) for each planning authority in Scotland. The MATHLR is the minimum amount of land, by reference to the number of housing units, that is to be provided by each planning authority in Scotland for a 10 year period, as set out in Annex E. The MATHLR is expected to be exceeded in the local development plans Local Housing Land Requirement.

Mitigation hierarchy	The mitigation hierarchy indicates the order in which the impacts of development should be considered and addressed. These are: i. Avoid – by removing the impact at the outset ii. Minimise – by reducing the impact iii. Restore – by repairing damaged habitats iv. Offset – by compensating for the residual impact that remains, with preference to on-site over off-site measures.  **Mitigation Hierarchy**
National transport strategy 2	The National Transport Strategy sets out an ambitious vision for Scotland's transport system for the next 20 years. The vision is underpinned by four priorities: Reduces Inequalities, Takes Climate Action, Helps Deliver Inclusive Economic Growth and Improves our Health and Wellbeing, each with three associated outcomes. The Strategy sets out the strategic framework within which future decisions on investment will be made, including the sustainable travel and investment hierarchies.
Nature-based solutions	Nature-based solutions are actions to protect, sustainably manage, and restore natural and modified ecosystems that address societal challenges effectively and adaptively, simultaneously providing human wellbeing and biodiversity benefits.
Nature network	A Nature Network is a joined-up system of places important for wild plants and animals, on land and in water. It allows plants, animals, seeds, nutrients and water to move from place to place and enables the natural world to adapt to change, providing plants and animals with places to live, feed and breed. Effectively functioning nature networks will connect existing nature rich areas through habitat corridors, habitat 'stepping stones', or habitat restoration areas. Scotland's Nature Networks will enable opportunities for achieving ecological connectivity that meet local priorities for biodiversity and nature; whilst building and strengthening an evolving regional and national connectivity. Opportunities for implementation may be identified through, e.g. LDPs and/or Local Biodiversity Action Plans and/or other existing or new mechanisms such as those developed under the Scottish Biodiversity Strategy Delivery Plan, to achieve connectivity within and across urban, peri-urban and rural landscapes.
Negative emissions technologies	Negative Emissions Technologies (NETs) are an emerging field of technologies that remove greenhouse gases from the atmosphere and utilising carbon capture and storage sequester them permanently. NETs can include forms of Direct Air Capture with Carbon Storage (DACCS), Bioenergy with Carbon Capture and Storage (BECCS) or other more experimental means such as enhanced weathering or biochar. NETs can be considered one form of Greenhouse Gas Removals (GGRs), which also includes natural sequestration methods such as afforestation. It can also be used interchangeably with Carbon Dioxide Removal technologies (CDR).

Net zero	Scotland has set a target to become ' Net Zero ' by 2045. This means the amount of greenhouse gas emissions we put into the atmosphere and the amount we are able to take out will add up to zero.
Open space	Space within and on the edge of settlements comprising green space or civic areas such as squares, market places and other paved or hard landscaped areas with a civic function
Open space strategy	An open space strategy is to set out a strategic framework of the planning authority's policies and proposals as to the development, maintenance and use of green infrastructure in their district, including open spaces and green networks. It must contain; an audit of existing open space provision, an assessment of current and future requirements, and any other matter which the planning authority consider appropriate.
Outdoor sports facilities	Uses where sportscotland is a statutory consultee under the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, which establishes 'outdoor sports facilities' as land used as: (a) an outdoor playing field extending to not less than 0.2ha used for any sport played on a pitch; (b) an outdoor athletics track; (c) a golf course; (d) an outdoor tennis court, other than those within a private dwelling, hotel or other tourist accommodation; and (e) an outdoor bowling green.
Peatland	Defined by the presence of peat soil or peaty soil types. This means that "peat-forming" vegetation is growing and actively forming peat or it has been grown and formed peat at some point in the past.
Placemaking	Placemaking is the process of creating good quality places that promotes people's health, happiness and wellbeing. It concerns the environment in which we live; the people that inhabit these spaces; and the quality of life that comes from the interaction of people and their surroundings. Placemaking is a collaborative approach involving the design and development of places over time, with people and communities central to the process.
Place principle	All those responsible for providing services and looking after assets in a place need to work and plan together, and with local communities, to improve the lives of people, support inclusive and sustainable economic growth and create more successful places.
Play sufficiency assessment	A play sufficiency assessment is the assessment of the sufficiency of play opportunities for children in their area, carried out by a planning authority under the duty as set out in Section 7(5) Part 16D(1) of Planning (Scotland) Act 2019. The assessment forms part of the evidence report for the preparation of the Local Development Plan.
Prime agricultural land & land of lesser quality that is culturally or locally important for primary use	Prime agricultural land is that identified as being Class 1, 2 or 3.1 in the land capability classification for agriculture developed by Macaulay Land Use Research Institute (now the James Hutton Institute). However, for land of lesser quality that is culturally or locally important for primary use (i.e. for example food production, flood management, water catchment management and carbon storage), this value should be recognised in decision-making.

Priority peatland habitat	Peatland habitats can be divided into four broad classes (blanket bog, upland raised bog, lowland raised bog, and fen), depending on the types of plants that formed the peat. Priority peatland habitats are sub-sets of these broad habitats which have been recognised under the Scottish Biodiversity Framework as being important to protect for their conservation and biodiversity value.
Protected characteristics	The Equality Act defines the following as protected characteristics: • age • disability • gender reassignment • marriage and civil partnership • pregnancy and maternity • race • religion or belief • sex • sexual orientation
Public benefits	Public benefits as defined by the current Scottish Government policy on woodland removal.
Ramsar sites	Wetlands designated under the Ramsar Convention on Wetlands of International Importance.
Remedial notice (forestry)	A Remedial Notice is a notice issued by Scottish Ministers if it appears to them that a person has failed or is failing to comply with a condition on felling permission, a felling direction (including any condition imposed on it), a restocking direction (including any condition imposed on it), or a registered notice to comply. A Remedial Notice requires the person to take such steps or stop such activity as may be specified in the notice on order to comply with or otherwise give effect to the condition, direction or (as the case may be) registered notice to comply, and, to take steps or stop the activity within the period specified in the notice.
Restocking direction	A Restocking Direction is a notice issued by Scottish Ministers, in response to an unauthorised felling or a failure to comply with a continuing condition on a felling permission. A restocking direction requires an owner of the land on which the felled tree was located or the land to which the continuing condition relates, to stock the land in question.
Recycling facilities	Facilities for the purpose of recycling. Recycling means any recovery operation by which waste materials are reprocessed into products, materials or substances whether for the original or other purposes. It includes the reprocessing of organic material but does not include energy recovery and the reprocessing into materials that are to be used as fuels or for backfilling operations. It does not include nuclear reprocessing.
Self-build housing	Where a person builds their own house or appoints their own builder.
Self-provided housing	Includes self-build housing, custom-build housing and collective build housing.

Setting	Setting is more than the immediate surroundings of a site or building, and may be related to the function or use of a place, or how it was intended to fit into the landscape or townscape, the view from it or how it is seen from areas round about, or areas that are important to the protection of the place, site or building. 'Setting' is the way the surroundings of a historic asset or place contribute to how it is understood, appreciated and experienced.
Scheduled monument	Scheduled monuments are archaeological sites or monuments of national importance that are legally protected under the Ancient Monuments and Archaeological Areas Act 1979. Their selection, assessment and designation is carried out by Historic Environment Scotland who maintains the schedule. Works to Scheduled Monuments are regulated by Historic Environment Scotland through their Scheduled Monument Consent process.
Short term let	The use of a dwellinghouse (a residential house or flat) for rental by persons other than the owner for short periods and for financial or other remuneration. Typically includes properties advertised as being available for holiday let, although can apply to other situations.
Strategic transport network	Includes the trunk road and rail networks. Its primary purpose is to provide the safe and efficient movement of strategic long distance traffic between major centres, although in rural areas it also performs important local functions.
Sustainable development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. (The Brundtland Definition. Our Common Future, The World Commission on Environment and Development, 1987).
Sustainable investment hierarchy	The National Transport Strategy 2 Sustainable Investment Hierarchy will be used to inform future investment decisions and ensure transport options that focus on reducing inequalities and the need to travel unsustainably are prioritised. We also need to focus on maintaining and safely operating existing assets, taking due consideration of the need to adapt to the impacts of climate change. Investment promoting a range of measures, including innovative solutions, to make better use of existing capacity will then be considered, ensuring that existing transport networks and systems are fully optimised. Only following these steps should investment involving targeted infrastructure improvements be considered.
Sustainable tourism	Sustainable tourism is defined by the United Nation World Tourism Organisation as "tourism that takes full account of its current and future economic, social and environmental impacts, addressing the needs of visitors, the industry, the environment and host communities."

Sustainable travel	Sustainable travel includes travel by the top three modes in the sustainable travel hierarchy. It is recognised that in some locations, particularly in rural areas, where the top three modes have been judged as unfeasible for day to day travel, low emissions vehicles and shared transport options will play an important role. 
Sustainable travel hierarchy	The National Transport Strategy 2 Sustainable Travel Hierarchy should be used in decision making by promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people. The efficient and sustainable freight transport for the movement of goods, particularly the shift from road to rail should also be promoted.
Town centre	Centres which display: - a diverse mix of uses, including shopping; - a high level of accessibility; - qualities of character and identity which create a sense of place and further the well-being of communities; - wider economic and social activity during the day and in the evening; and - integration with residential areas.
Town centre first	The Town Centre First Principle asks that government, local authorities, the wider public sector, businesses and communities put the health of town centres at the heart of decision making. It seeks to deliver the best local outcomes, align policies and target available resources to prioritise town centre sites, encouraging vibrancy, equality and diversity.
Town centre vision	Towns and town centres are for the wellbeing of people, the planet and the economy. Towns are for everyone and everyone has a role to play in making their own town and town centre successful.
Transport appraisal	A Transport Appraisal should inform the spatial strategy by appraising the impact of the potential spatial strategy options on the transport network, in line with Transport Scotland's Development Planning and Management Transport Appraisal Guidance. It should determine the potential impacts of development on the transport network and mitigation to address adverse impacts, how they will be funded and who should deliver these. This should inform the Proposed Plan.

Transport assessment	A Transport Assessment report should aim to provide supporting evidence to accompany the planning application to demonstrate that the development is sited in a location where current and likely future travel behaviour will produce a desired and predicted transport output. The Transport Assessment should provide information in a suitable form to enable the local authority and, if necessary, Transport Scotland to assess and determine the planning application, seek any changes to the proposal and devise necessary planning conditions or negotiate planning or other legal agreements.
Travel plan	A Travel Plan (TP) is a document that sets out a package of positive and complementary measures for the overall delivery of more sustainable travel patterns for a specific development. Their ability and success in influencing travel patterns is dependent upon the commitment of the developer or occupier of a development and the enforcement of travel plan monitoring by the local authority. Travel plans should be implemented to encourage a shift in transport mode for those travelling to and from a development.
Unused or under-used land	An area of land that is stalled awaiting development, or a pocket of land within neighbourhood that is not developed or cannot be developed for other meaningful use or does not have particular identified long-term use.
Vacant land	Previously developed land, without physical constraint, which the Planning Authority has indicated is currently available for redevelopment.
Veteran tree	A veteran tree can be classified as such due to age (including relative age for its species) or for its biological, aesthetic, or cultural interest. Veteran trees are usually mature and provide additional habitat from natural damage, environmental conditions or management (e.g. coppice, decay hollows, fungal fruiting bodies, cavities).
Water compatible uses	Comprise: - flood control infrastructure - environmental monitoring stations - water transmission infrastructure and pumping stations - sewage transmission infrastructure and pumping stations - sand and gravel workings - docks, marinas and wharves - navigation facilities - Ministry of Defence (MOD) defence installations - ship building, repairing, and dismantling - dockside fish processing and refrigeration and compatible activities requiring a waterside location - water-based recreation (excluding sleeping accommodation) - lifeguard and coastguard stations - amenity open space - nature conservation and biodiversity - outdoor sports and recreation and essential facilities such as changing rooms - essential ancillary sleeping or residential accommodation for staff required by uses in this category, subject to a specific operational warning and evacuation plan.

Wellbeing economy	Building an economy that is inclusive and that promotes sustainability, prosperity and resilience, where businesses can thrive and innovate, and that supports all of our communities across Scotland to access opportunities that deliver local growth and wellbeing.
Wheeling	Travelling by wheelchair.
Woodland	Land under stands of trees with a canopy cover of at least 20%, or having the potential to achieve this, including integral open space, and including felled areas that are awaiting restocking (replanting). The minimum area is 0.1 ha and there is no minimum height.
World heritage sites	World Heritage Sites are internationally important cultural and/or natural heritage sites which have been inscribed for their "Outstanding Universal Value". Though no additional statutory controls result from world heritage designation, the impact of proposed development upon the outstanding universal value, including its authenticity and integrity of a World Heritage Site and its setting, is a material consideration in determining planning applications. Their assessment and designation is carried out by United Nations Educational, Scientific and Cultural Organisation (UNESCO) based on advice from State Parties and the relevant devolved Government.

Annex G – Acronyms

BARR	Buildings at Risk Register
BECCS	Bioenergy with Carbon Capture and Storage
CCS	Carbon Capture and Storage
CCUS	Carbon Capture Utilisation and Storage
CDR	Carbon Dioxide Removal technologies
CO_2	Carbon Dioxide
CoRE	Community Renewable Energy
CPP	Community Planning Partnership
CWB	Community Wealth Building
DACCS	Direct Air Capture with Carbon Storage
EIA	Environmental Impact Assessment
EU	European Union
GGRs	Greenhouse Gas Removals
HNZ	Heat Network Zones
HRA	Habitats Regulations Appraisal
HS2	High Speed 2
IGTZ	Industrial Green Transition Zones
IIP	Infrastructure Investment Plan
kv	Kilovolts
LDPs	Local Development Plans
LHEES	Local Heat & Energy Efficiency Strategy
LHLR	Local Housing Land Requirement
LOIP	Local Outcomes Improvement Plan
LPPs	Local Place Plans
MATHLR	Minimum All-Tenure Housing Land Requirement
MOD	Ministry of Defence
NETs	Negative Emissions Technologies
NPF	National Planning Framework
NPF4	National Planning Framework 4
ORIC	Orkney Research and Innovation Campus
ORION	Opportunity for Renewable Integration with Offshore Networks
PNCP	Perthshire Nature Connections Partnership
RSS	Regional Spatial Strategies
SDGs	Sustainable Development Goals
SEPA	Scottish Environment Protection Agency
TP	Travel Plan
UK	United Kingdom
UN	United Nations
UNESCO	United Nations Educational, Scientific and Cultural Organisation

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PPDAS1221422 (02/23)

7. REPRESENTATIONS IN RELATION TO PLANNING APPLICATION

Comments for Planning Application 24/0252/IC

Application Summary

Application Number: 24/0252/IC
Address: Land At Southfield Avenue Port Glasgow PA14 6PW
Proposal: Erection of tool hire unit with yard to rear; erection of two retail units (Class 1A) ; erection of a hot food takeaway (sui generis) with extraction system; formation of related access with servicing, parking and landscaping; and erection of boundary fence
Case Officer: Carrie Main

Customer Details

Name: William aitkenhead
Address: 11 Moorfield Avenue PORT GLASGOW PA145XA

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:As a well established local groundworks and landscape company we highly support this application as we don't have anything like this in our area. A tool hire company on our doorstep would elevate our company, make our work easier and could possibly result in lower prices for our client's.
Furthermore having retail/food outlet would aslo help the local area and neighbouring residents as there by creating jobs and more opportunities for the local people

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Case Officer: Carrie Main

Customer Details

Name: Mr Jack Anderson
Address: 21 Merrylee Ave Port Glasgow PA14 5UT

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:Will provide jobs and community support

Comments for Planning Application 24/0252/IC

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Case Officer: Carrie Main

Customer Details

Name: Mr Darren Boyd
Address: 19a glen avenue Port Glasgow Pa145aa

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:

Comments for Planning Application 24/0252/IC

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Case Officer: Carrie Main

Customer Details

Name: Mr Jamie Boyd
Address: 10 Burnside Ave Port Glasgow PA14 6PN

Comment Details

Commenter Type: Community Council
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:I think this would absolutely amazing for the community and local people around the surrounding area. I have stayed in this area for over 20 years and there used to be a shop and chip shop there which was really handy for the elderly and locals. I hope that it gets the go head because this would be amazing for people around the area and would bring more jobs to port Glasgow.

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Case Officer: Carrie Main

Customer Details

Name: Mr Philip Brown
Address: 23 Milton road Port glasgow Pa145yg

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:Sounds like a good idea to bring some business and work into the local area

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Case Officer: Carrie Main

Customer Details

Name: Mr Kyle Campbell
Address: 78 mackie avenue Port glasgow Pa145ay

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:Having being a landscaper from port glasgow and having to go all the way to greenock for tool hire I think Having somewhere in the port would be great and save alot of time and money travelling to greenock for tools, Having used rubbleshift before I know they have excellent customer satisfaction and it would be great for the development of the local area.

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Case Officer: Carrie Main

Customer Details

Name: Mr William Craynor
Address: 33 oronsay ave Port Glasgow Pa14 6ee

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:I totally support martin in this new venture great workmanship

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Case Officer: Carrie Main

Customer Details

Name: Mrs Elsie Craynor
Address: 33 Oronsay ave Port Glasgow PA146EE

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:Martin has done work for myself, I knew Martin from coming into my place of work. I have issues trusting people, but I seen Martin doing a job, and when I wanted my my work done I approached him and asked him if he could do work on the front of my house. Martin and his and team are so professional, I would recommended them to everyone.

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Case Officer: Carrie Main

Customer Details

Name: Miss Megan Cunningham
Address: 17 Morrison Drive Flat 2/2 Port Glasgow PA146AJ

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:

Comments for Planning Application 24/0252/IC

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Case Officer: Carrie Main

Customer Details

Name: Miss Emma Daisley
Address: 69 dougliehill terrace Port glasgow Pa14 5dd

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:More food options for port Glasgow in the higher area and for kilmacolm also.
Again tool hire would be great as it's not done many places.

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Case Officer: Carrie Main

Customer Details

Name: Wilma Douglas
Address: 10 kilmacolm Greenock PA153AR

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:We need a business in portglasgow like this only one in inverclyde

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Case Officer: Carrie Main

Customer Details

Name: Mr James Dunsmore
Address: 28 Glenhuntly Terrace Port Glasgow PA14 5QE

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:

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Case Officer: Carrie Main

Customer Details

Name: Mr Daniel Glacken
Address: Fkat2/2 3 Stanton square Port glasgow Pa14 6bf

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:Will create jobs in area

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Case Officer: Carrie Main

Customer Details

Name: Mrs Margaret Glacken
Address: Flat 1/2 1,Stanton Square Port Glasgow PA146BF

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:Would be good for a wide range of the community,another shop would be ideal especially for all the occupants of the new builds at st Stephen's plus it would mean more jobs for the area

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Case Officer: Carrie Main

Customer Details

Name: Mr Alexander Kane
Address: 35 Methil rd Port glasgow Pa146jh

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:I as a local self employed man support this application to erect tool hire unit as it would help the local tradesman aquure the correct tools needed fir lical jobs and also help in bringing jobs and boost tge local economy

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Case Officer: Carrie Main

Customer Details

Name: Mr Gary Lepick
Address: 13 warwick road, greenock greenock Greenock PA16 0JH

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:Great idea something the top of port Glasgow needs and the creations of much needed jobs in the area.

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Case Officer: Carrie Main

Customer Details

Name: Mr Neale Lepick
Address: 18 malaig Port glasgow Pa145yh

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:I think that a local tool hire company has many benefits to more local companies giving them access to necessary equipment to help there buisness grow aswell.

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Case Officer: Carrie Main

Customer Details

Name: Mr Thomas Lepick
Address: 115 bardrainney avenue Port glasgow Pa146ha

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:When I first heard of the possibility to rejuvenate an eye sore piece of land I was thrilled and the fact of a local tool hire company makes it a lot better I do believe with the highest regards this is not only going to make good of the land it would also help other local companies with all there tool hire needs.

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Case Officer: Carrie Main

Customer Details

Name: Mr Stephen Lorimer
Address: 14 Sycamore Lane Inverclyde East, Inverclyde PA14 6RF

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:This would be great for my own business with the local tool hire , would be very useful for collections and returns

Comments for Planning Application 24/0252/IC

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Case Officer: Carrie Main

Customer Details

Name: Mrs Leanne Maisano
Address: 4 James watt way Greenock PA15 2AN

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:

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Case Officer: Carrie Main

Customer Details

Name: Mr Kris Mccormick
Address: 172 auchenbothie roaf Port Glasgow Pa146je

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:I am a local business owner and having a tool hire station is only going to benefit the community and small local businesses like mine and will benefit bigger construction company's when working in our area aswell . The cafe will benefit the community aswell and gives workers somewhere to have lunch as well.

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Case Officer: Carrie Main

Customer Details

Name: Miss Donna Mckay
Address: 11 Finlaystone Road PA146PB

Comment Details

Commenter Type: Neighbour
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:I wish to submit this letter to support the current application for the current planning permission submitted for Southfeild Avenue .. This would be a design that complements the surrounding area, would have minimal impact on neighbours, good access and parking facilities, sustainable features, and demonstrating community support; essentially, a well-thought-out proposal that aligns with the local area and minimizes negative impacts while providing positive benefits.The proposal would bring a derelict site back into positive use which would benefit the area. In addition, the proposed dwellings would overlook an area of public open space which I believe would increase natural surveillance of the area and would deter anti-social behaviour. Hope you take all these factors into consideration while reviewing this application Thankyou for your time to review my comments as this is really appreciated ...Miss Donna Mckay 11 Finlaystone Road Port Glasgow PA146PB

Comments for Planning Application 24/0252/IC

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Case Officer: Carrie Main

Customer Details

Name: Mr Don mckay
Address: 29 Moray Road Port Glasgow PA14 5QH

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:I'm a local & I have to say this would be an absolute fantastic & welcoming addition to our town of Port Glasgow having a tool hire /take away units in this area would help create not just jobs in our community but it also hosts the huge potential of attracting people from other area's from outwit of the port glasgow area interested
in using its services & in the process helping our economy to thrive whilst they visit our town & use our other shops & business in the community ,I'll definitely be using the tool hire/take away as I've actually had to travel to paisley or glasgow in the past when I've needed to hire tools so this would be a most welcoming ,essential & sensible addition to our town .

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Case Officer: Carrie Main

Customer Details

Name: Mr Marc Mclees
Address: 14 mull ave Port glasgow Pa14 6ay

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:

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Case Officer: Carrie Main

Customer Details

Name: Miss Stacey McWaters
Address: 16 Markinch Road Port Glasgow Pa146jq

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:

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Case Officer: Carrie Main

Customer Details

Name: Mr Stuart Mullan
Address: 34 Southfield avenue Port Glasgow Pa146ps

Comment Details

Commenter Type: Member of Public
Stance: Customer objects to the Planning Application
Comment Reasons:
Comment:I object to this planning. I stay directly across the road from the site. The road is already too busy, the new site on the old st Stephen's site is already providing much more traffic. I don't believe there will be sufficient parking for proposed shops. Not to mention the groups of youths that already hang around dubbs road shops, it will encourage youths to hang around the new shops. There is already an issue with antisocial behaviour and youths, there is already too many cars in the area. I also don't want to come out of my house to smell a take away shop or not be able to open my windows to smell a take away shop daily. There is lack of police in area as it is, without now having another area for youths, antisocial behaviour, alcoholics and drug dealers to hang about on my door step. I don't object to shortage unit on site, but I object to shops and take away shops which aren't needed there is plenty within walking distance of site.

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Case Officer: Carrie Main

Customer Details

Name: Miss Donna Orr
Address: 6 oronsey Avenue Port Glasgow Inverclyde PA146DY

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:I feel this is a great project for our area !
Bringing new trade into the community and work on the future !
Also that it will make the area look far more pleasant than it already is so feel it's a win win situation.
Kind regards Donna Orr

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Case Officer: Carrie Main

Customer Details

Name: Miss Anne Potter
Address: 115 Bardrainney Avenue Port Glasgow PA14 6HA

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:With news of the land in question being used for a local company in there endeavour to bring about easy access of tool hire equipment and employment to port glasgow and surrounding areas this not only make good of a waste bit of land it would dramatically help the community

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Case Officer: Carrie Main

Customer Details

Name: Mr Scott rankin
Address: Auchenbothie Road 95 PORT GLASGOW PA14 6HU

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:Port glasgow needs things like this well needed employment getting created for local people and also great options for the storage facility.will create jobs only a good thing ....

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Case Officer: Carrie Main

Customer Details

Name: Miss Jennifer Tracey
Address: 7 Northfield Avenue Port Glasgow PA14 6PG

Comment Details

Commenter Type: Neighbour
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:Our local shops which sat very close to the proposed area were demolished many years ago. I think it's a great idea for our community especially pensioners etc to have a shop/ food place near to our homes again.

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Case Officer: Carrie Main

Customer Details

Name: Mr James Tracey
Address: 51 Castlehill avenue 51 Castlehill avenue PortGlasgow Pa146pa

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:We should always support new up and coming businesses in our local area . Somewhere to eat and hire tools can only help the community, there for I strongly support this idea.

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Case Officer: Carrie Main

Customer Details

Name: Mr Martin Tracey
Address: 98 Northfield ave Port glasgow Pa146db

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:Good for local jobs

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Case Officer: Carrie Main

Customer Details

Name: Mrs Natalie Varese
Address: 45 Leapmoor Drive wemyys bay PA18 6BT

Comment Details

Commenter Type: Member of Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:I believe it's a great proposal and it would be good to see the land repurposed again for an eager local buissness owner.

I had been recommended the company recently by family and friends and decided on hiring a digger for my project. The buissness owner was very professional throughout the whole process and the whole experience was a pleasure!

I believe himself and his team will also provide more job opportunities in inverclyde by expanding his buissness into a larger space hiring and certifying more apprentice in machine operations.

Greenock and Port Glasgow in Inverclyde are among the most deprived communities in Scotland this area has the highest levels of poverty, unemployment in Scotland and I believe giving these local entrepreneurs opportunities and the space to grow will only benefit the community to improve the unemployment and wealth status of inverclyde.

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Case Officer: Carrie Main

Customer Details

Name: Mr Vincent Williams
Address: 6 Tummel Gardens Parkhill Avenue Port glasgow PA14 6PU

Comment Details

Commenter Type: Neighbour
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:I think this would be a great addition to the area and also would provide jobs to locals and put waste land to good use!

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Case Officer: Carrie Main

Customer Details

Name: Miss Gaynor Woods
Address: 43 Methil Road Port Glasgow PA14 6JH

Comment Details

Commenter Type: Neighbour
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:I have elderly family members in the surrounding area that i think that would benefit from having a local shop

[redacted]

From: Amb. Prof. Cecilia W Yu [redacted]
Sent: 11 February 2025 08:38
To: dmplanning <dmplanning@inverclyde.gov.uk>
Subject: re: application number 24/0252/IC Land at Southfield Avenue PA14

Dear Ms. Carrie Main

re: application number 24/0252/IC Land at Southfield Avenue PA14

I write as a residence of 4 Coxon Drive PA 14 and as an ordinary member of the International Committee of the Scottish Green party.
I have considered the planning of the application and have the following input and questions:

1) The land and its surrounding areas are frequently by wildlife like foxes as part of Scotland's urban biodiversity. What has been done to ensure that the animals are safely cared for as part of Scotland's signing of UN SDG Sustainable Development Goals ratified by all countries in the world, including the UK?

2) Will this construction create any form of pollutions or affect the Sustainable low carbon emissions footprint in the Sustainable housing development in the area?

3) Will this construction obstruct any of the current residence on Coxon Drive's view of the water as the height of the planning is not clear to me?
Will there be any alterations to the current topography of the small hill which is frequently visited recreationally by local residence?

Thank you for your time.
I can be contacted by email.
Yours sincerely,
Dr. Cecilia W. Yu

8. DECISION NOTICE DATED 26 FEBRUARY 2025 ISSUED BY HEAD OF REGENERATION AND PLANNING

DECISION NOTICE

Refusal of Planning Permission
Issued under Delegated Powers

Regeneration and Planning
Municipal Buildings
Clyde Square
Greenock PA15 1LY

Planning Ref: 24/0252/IC

Online Ref:100676577-001

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND)REGULATIONS 2013

Rubble Shift Landscaping Ltd
63 Gilmour St
GREENOCK
PA15 2HX

David Daisley
33 Eldon Street
GREENOCK
PA16 7RA

With reference to your application dated 20th November 2024 for planning permission under the above mentioned Act and Regulation for the following development:-

Erection of tool hire unit with yard to rear; erection of two retail units (Class 1A) ; erection of a hot food takeaway (sui generis) with extraction system; formation of related access with servicing, parking and landscaping; and erection of boundary fence at

Land At Southfield Avenue, Port Glasgow

Category of Application Local Application Development

The INVERCLYDE COUNCIL in exercise of their powers under the abovementioned Act and Regulations hereby refuse planning permission for the said development.

The reasons for the Council's decision are:-

The proposal in respect of location and scale does not accord with the sequential approach which directs retail development to town and local centres. It therefore fails to accord with Policy 28 of NPF4, Policy 22 of the adopted Inverclyde Local Development Plan and Policy 23 of the proposed Inverclyde Local Development Plan.

The reason why the Council made this decision is explained in the attached Report of Handling.

Dated this 26th day of February 2025

[redacted]

Mr Stuart W. Jamieson
Director Environment and Regeneration

1 If the applicant is aggrieved by the decision of the Planning Authority to refuse permission, or to grant permission subject to conditions, the applicant may seek a review of the decision by submitting a Notice of Review within three months beginning with the date of this notice. A Notice of Review shall be addressed to Head of Legal, Democratic, Digital & Customer Services, Inverclyde Council, Municipal Buildings, Greenock, PA15 1LY

2 If permission to develop land is refused or granted subject to conditions, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the planning authority a purchase notice requiring the purchase of his interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997

Refused Plans: Can be viewed Online at http://planning.inverclyde.gov.uk/Online/

Drawing No:	Version:	Dated:
A100		28.09.2024
A101	Rev A	01.02.2025
A102		28.09.2024
A103		29.08.2024
A104		28.09.2024
A105		07.12.2024

9. NOTICE OF REVIEW FORM DATED 7 MARCH 2025 TOGETHER WITH STATEMENT OF APPEAL AND SUPPORTING DOCUMENTS

NOTICE OF REVIEW

UNDER SECTION 43A(8) OF THE TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 (AS AMENDED)IN RESPECT OF DECISIONS ON LOCAL DEVELOPMENTS

THE TOWN AND COUNTRY PLANNING (SCHEMES OF DELEGATION AND LOCAL REVIEW PROCEDURE) (SCOTLAND) REGULATIONS 2013

THE TOWN AND COUNTRY PLANNING (APPEALS) (SCOTLAND) REGULATIONS 2013

IMPORTANT: Please read and follow the guidance notes provided when completing this form. Failure to supply all the relevant information could invalidate your notice of review.

Use BLOCK CAPITALS if completing in manuscript

Applicant(s)

Name	Rubble Shift Landscaping ltd
Address	63 Gilmour Street Greenock
Postcode	
Contact Telephone 1	
Contact Telephone 2	
Fax No	
E-mail*	[redacted]

Agent *(if any)*

Name	Bruce Newlands
Address	Kraft Architecture Ltd 29 Nelson Road Gourock
Postcode	
Contact Telephone 1	07717777171
Contact Telephone 2	
Fax No	
E-mail*	bruce@kraftarchitecture.co.uk

Mark this box to confirm all contact should be through this representative: [X]

	Yes	No
* Do you agree to correspondence regarding your review being sent by e-mail?	[X]	[ ]

Planning authority	Inverclyde Council
Planning authority's application reference number	24/0252/IC
Site address	Land At Southfield Avenue, Port Glasgow
Description of proposed development	Erection of tool hire unit with yard to rear; erection of two retail units (Class 1A); erection of a hot food takeaway (sui generis) with extraction system; formation of related access with servicing, parking and landscaping; and erection of boundary fence at

Date of application 19/11/2024 Date of decision (if any) 26/02/2025

Note. This notice must be served on the planning authority within three months of the date of the decision notice or from the date of expiry of the period allowed for determining the application.

Nature of application

1.	Application for planning permission (including householder application)	X
2.	Application for planning permission in principle	
3.	Further application (including development that has not yet commenced and where a time limit has been imposed; renewal of planning permission; and/or modification, variation or removal of a planning condition)	
4.	Application for approval of matters specified in conditions	

Reasons for seeking review

1.	Refusal of application by appointed officer	X
2.	Failure by appointed officer to determine the application within the period allowed for determination of the application	
3.	Conditions imposed on consent by appointed officer	

Review procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may tick more than one box if you wish the review to be conducted by a combination of procedures.

1.	Further written submissions	
2.	One or more hearing sessions	
3.	Site inspection	
4	Assessment of review documents only, with no further procedure	X

If you have marked box 1 or 2, please explain here which of the matters (as set out in your statement below) you believe ought to be subject of that procedure, and why you consider further submissions or a hearing are necessary:

Site inspection

In the event that the Local Review Body decides to inspect the review site, in your opinion:

		Yes	No
1.	Can the site be viewed entirely from public land?	X	
2	Is it possible for the site to be accessed safely, and without barriers to entry?	X	

If there are reasons why you think the Local Review Body would be unable to undertake an unaccompanied site inspection, please explain here:

Statement

You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. Note: you may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

If the Local Review Body issues a notice requesting further information from any other person or body, you will have a period of 14 days in which to comment on any additional matter which has been raised by that person or body.

State here the reasons for your notice of review and all matters you wish to raise. If necessary, this can be continued or provided in full in a separate document. You may also submit additional documentation with this form.

Refer to attached appeal document contesting interpretation & application of policy

Have you raised any matters which were not before the appointed officer at the time the determination on your application was made?

Yes	No
☐	☒

If yes, you should explain in the box below, why you are raising new material, why it was not raised with the appointed officer before your application was determined and why you consider it should now be considered in your review.

List of documents and evidence

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review.

Appeal Statement
Original Application Documents as listed on Inverclyde Planning Online portal

Note. The planning authority will make a copy of the notice of review, the review documents and any notice of the procedure of the review available for inspection at an office of the planning authority until such time as the review is determined. It may also be available on the planning authority website.

Checklist

Please mark the appropriate boxes to confirm you have provided all supporting documents and evidence relevant to your review:

[X] Full completion of all parts of this form

[X] Statement of your reasons for requiring a review

[X] All documents, materials and evidence which you intend to rely on (e.g. plans and drawings or other documents) which are now the subject of this review.

Note. Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice from that earlier consent.

N/A

Declaration

I the applicant/agent [delete as appropriate] hereby serve notice on the planning authority to review the application as set out on this form and in the supporting documents.

Signed [redacted] Date 07/03/2025

Data Protection: Inverclyde Council is obliged to comply with current Data Protection Laws and will use this information for the purpose of The Town and Country Planning (Scotland) Act 1997 and related purposes, legislation and regulation.

Further information can be found at www.inverclyde.gov.uk/privacy

Appeal Statement Planning Ref: 24/0252/IC

With reference to refusal decision on the application dated 20th November 2024 for planning permission under the TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND)REGULATIONS 2013 for the following development: -

Erection of tool hire unit with yard to rear; erection of two retail units (Class 1A) ; erection of a hot food takeaway (sui generis) with extraction system; formation of related access with servicing, parking and landscaping; and erection of boundary fence at Land At Southfield Avenue, Port Glasgow.

The reasons for the Council's decision are:-

The proposal in respect of location and scale does not accord with the sequential approach which directs retail development to town and local centres. It therefore fails to accord with Policy 28 of NPF4, Policy 22 of the adopted Inverclyde Local Development Plan and Policy 23 of the proposed Inverclyde Local Development Plan.

The applicant wishes to appeal the basis for this decision as follows.

POLICY 28 of NPF4

a) Development proposals for retail (including expansions and changes of use) will be consistent with the town centre first principle. This means that new retail proposals:

i. will be supported in existing city, town and local centres, and
ii. will be supported in edge-of-centre areas or in commercial centres if they are allocated as sites suitable for new retail development in the LDP.
iii. will not be supported in out of centre locations (other than those meeting policy 28(c) or 28(d)).

b) Development proposals for retail that are consistent with the sequential approach (set out in a) and click-and-collect locker pick up points, will be supported where the proposed development:

i. is of an appropriate scale for the location;
ii. will have an acceptable impact on the character and amenity of the area; and
iii. is located to best channel footfall and activity, to benefit the place as a whole.

c) Proposals for new small scale neighbourhood retail development will be supported where the proposed development:

i. contributes to local living, including where relevant 20 minute neighbourhoods and/or
ii. can be demonstrated to contribute to the health and wellbeing of the local community.

d) In island and rural areas, development proposals for shops ancillary to other uses such as farm shops, craft shops and shops linked to petrol/service/charging stations will be supported where:

i. it will serve local needs, support local living and local jobs;
ii. the potential impact on nearby town and commercial centres or village/local shops is acceptable;
iii. it will provide a service throughout the year; and
iv. the likely impacts of traffic generation and access and parking arrangements are acceptable.

The applicant appeals the decision on the grounds Policy 28 Clause a part iii **“other than those meeting policy 28(c)”**

The applicant believes that the proposed mixed development “contributes to the health and wellbeing of the local community” through the provision of small retrial business opportunities in net zero carbon buildings, employment opportunities, everyday shopping that avoids crossing busy thoroughfares for residents and the replacement of lost convenience stores in the local area over the past few years.

The scale and amenity of the proposed retail units are not available locally, the handling report refers to empty council properties at Dubbs Road that are large, energy in-efficient and with terms unattractive to business startup / new enterprises because of higher costs, higher rates and potentially higher maintenance costs.

The applicant would be the business occupying the new tool hire & repair block, enabling them to expand their successful business, employ more people whilst providing ready access to more tool hire in the local and wider area to help deliver the Scottish Government and Inverclyde Council’s Circular Economy aspirations.

POLICY 22 – NETWORK OF CENTRES STRATEGY (2019)
POLICY 23 - NETWORK OF CENTRES STRATEGY (2021)

The preferred locations for the uses set out in Schedule 6 are within the network of town and local centres identified in Schedule 7. Proposals which accord with the role and function of the network of centres as set out in Schedule 7 and the opportunities identified in Schedule 8 will be supported. Proposals for Schedule 6 uses out with the network of centres or not conforming with the role and function of a particular centre will only be supported if it can be demonstrated that:

a) there is not a suitable sequentially preferable opportunity;
b) there will not be an unacceptable impact on the vibrancy, vitality or viability of other centres within the network of centres; and
c) there are clear community or economic benefits that can be best achieved at the proposed location.

Proposals for Business (Class 4), residential and hotel uses will also be supported in town and local centres.

The applicant appeals the decision on the grounds **Policy 22** (LDP 19) & **Policy 23** (21)

This development has been considered as 'local facilities' under Schedule 6 of both Local Plans, which states that new uses out with the town and local centres shall not exceed 250 square metres in total. The proposals are for 259 sqm of **Class 1 & Class 3** use and an additional 249sqm of **Class 4** use in terms of the Tool Hire & Repair units. The proposed **Class 1** use is further split into three small units, two Class 1 Units at 102sqm and a small Class 1 sui generis takeaway unit at 55sqm.

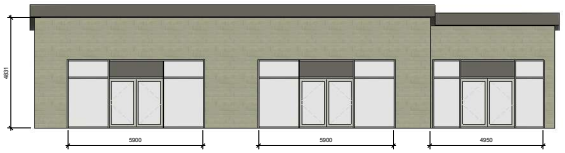
The handling report mentions the empty council units at Dubbs Road which are significantly larger that the proposed units, come with more onerous rent terms, higher rates, less energy efficient, poorly maintained and congested carparking, difficult delivery parking and higher maintenance costs.

The handling report also raises concern of overprovision of local facilities in the area which could adversely impact the vibrancy, vitality or viability of other existing centres. There have been empty council properties at Dubbs Road for over 12 months, this again should not be used to the detriment good proposals elsewhere that are tailored better to supporting local business.

The applicant does not agree that using the concept of the 20 minute neighbourhood to reduce the options for local micro businesses is not the intention of the concept. Full consideration should be given to a variety of business sizes, different tenures, age of property, maintenance and energy performance to encourage a diverse local economy that promotes a community's wellbeing.

The applicant maintains that there are clear community or economic benefits that can be best achieved at the proposed location, enabling smaller zero carbon units for both Class Use 1A and Class 4 with practical parking, delivery and providing employment for local people.

Given the council owns the empty properties at Dubbs Road, there also appears to also be a conflict of interest here that looks like a council planning decision favouring the council properties.



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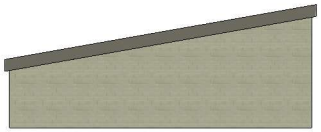

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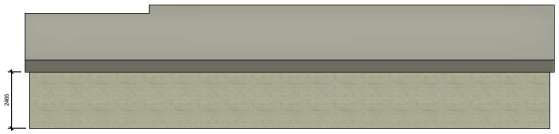

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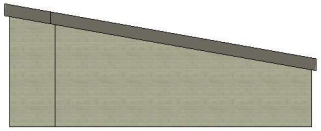

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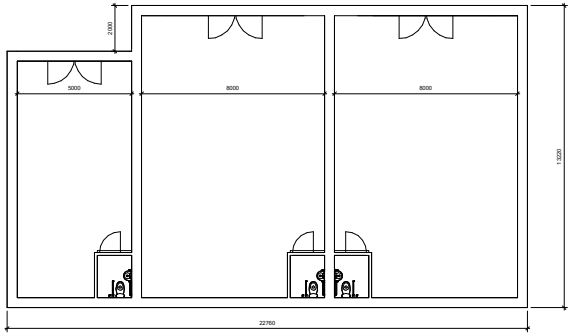

1 **Block 1 Floor Plan**
1 : 100

Walls- Insulated Metal Cladding White
Windows- Dark Grey Framing
Roof- Insulated Metal sheeting Dark Grey
Fascias and Soffits Dark Grey
Guttering- Black.

Rev	Description	Date

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE

AUTODESK
www.autodesk.com/revit

PROJECT
Southfield

TITLE
Block 1

CLIENT
Owner

DRAWN BY	CHECKED BY	DATE
Author	Checker	28/09/24

SCALE (@ A1)	PROJECT NUMBER
1 : 100	Project Number

DRAWING NUMBER	REV
A102	

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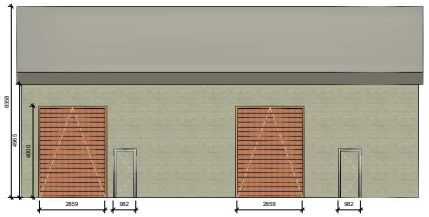
28/09/2024 19:59:35



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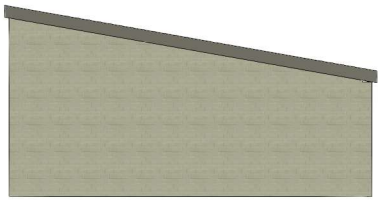

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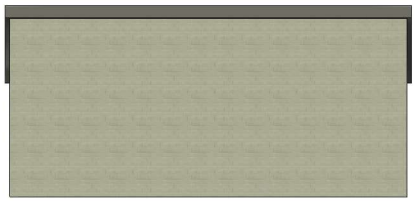

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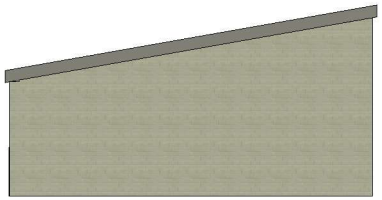

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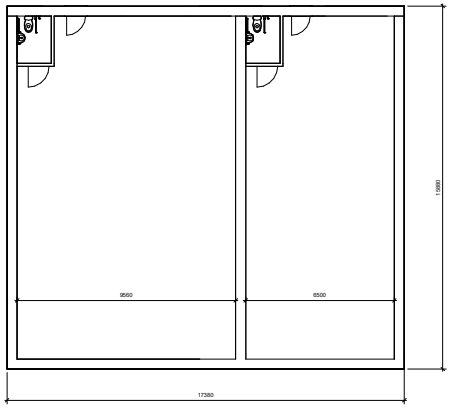


5 Block 2 Floor Plan
1 : 100

1 : 1
0 10 20 50 100mm

Walls- Insulated Metal Cladding White
Windows- Dark Grey Framing
Roof- Insulated Metal sheeting Dark Grey
Fascias and Soffits Dark Grey
Guttering- Black.

Rev	Description	Date

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE

AUTODESK
www.autodesk.com/revit

PROJECT
Southfield

TITLE
Block 2

CLIENT
Owner

DRAWN BY	CHECKED BY	DATE
Author	Checker	29/08/24

SCALE (@ A1)	PROJECT NUMBER
1 : 100	Project Number

DRAWING NUMBER	REV
A103	

28/09/2024 20:01:04

EcoHydrology
ENVIRONMENTAL CONSULTANTS

Southfield Avenue, Port Glasgow

Drainage Assessment

EH00013 | 01

11/11/2024

Rubble Shift Ltd

Project No:	EH00013
Document Title:	Drainage Assessment
Revision:	01
Document Status:	Final
Date:	11/11/2024
Client Name:	Rubble Shift Ltd
Author:	Derwyn Lear MCIWEM C.WEM CEnv

EcoHydrology Limited
2/3 48 West George Street
Glasgow
G2 1BP

+44 (0) 141 2660671
info@ecohydrology.co.uk
www.ecohydrology.co.uk

Contents

1. Introduction

1.1 Remit

EcoHydrology Limited (EcoHydrology) were commissioned by Rubble Shift Ltd (the Client) to produce a Drainage Assessment in support of a planning application for proposed commercial units at Southfield Avenue, Port Glasgow (National Grid Reference (NGR) NS 33970 73475).

This report provides an assessment of potential increased surface water runoff and an estimation of storage requirements in accordance with local and national guidance. The objectives of the report are to ensure there is no deterioration of the water environment as a result of the proposed development.

EcoHydrology undertook a site walkover survey on the 30 October 2024 to inform this report. A photograph log of the site visit is provided within Appendix A. In accordance with Inverclyde Council Planning Guidance, a self-certification and independent check have been performed; signed certificates are provided within Appendix B.

1.2 Proposed Development

The proposed development will entail shops, a takeaway, a tool hire shop, car parking, access roads and yards within a previously developed site in the east of the settlement of Port Glasgow, Inverclyde. A drawing showing the proposed development layout is provided within Appendix C.

2. Policy and Guidance

2.1 Inverclyde Council Planning

The site is located within Inverclyde Council who have published Flood Risk Assessment and Surface Water Management Assessment: Planning Guidance for Developers (Inverclyde Council, 2024) which provides guidance on how to assess flood risk and undertake drainage assessments. Of importance to the proposed development, the Inverclyde Council guidance states the following:

> "IC Roads Dept. requires that a development site is not at risk of flooding from a 1:200-year return period storm event (including an allowance for climate change).
>
> The applicant should provide a drainage layout drawing showing the proposed drainage network and the location of discharge.
>
> The proposed discharge rate from a development site should be no greater than the lesser of: 1:2-year return period greenfield runoff rate or 4.5 l/s/ha of impermeable or positively drained area.
>
> Should the site be small and the application of the 4.5l/s/ha condition leads to a discharge rate of less than 3l/s, then IC would request that a Hydrobrake of minimum 75mm diameter is used which can pass ~3.0l/s at 1.0m head.
>
> The SWMP must confirm the volume of storage provided and confirm that the 1:30-year return period storm event (including an allowance for climate change) remains contained within the SuDS and drainage network. The SWMP must confirm that the 1:200-year return period storm event (including an allowance for climate change) remains on site and does not pose a flood risk to sensitive receptors.
>
> An independent check of the application will be required for all submitted assessments. This involves a separate organisation from the Designer undertaking an independent check of the submission."

2.2 Climate Change

SEPA's guidance on climate change allowances (SEPA, 2023) requires the inclusion of peak rainfall intensity allowances for drainage and flooding from watercourses where the catchment size is <30km2. The proposed development is located within the Clyde River Basin Region, and therefore a 41% allowance has been applied to the site drainage model.

3. Site Location and Description

The proposed development is located off Southfield Avenue, Port Glasgow. The site is brownfield and currently occupied by hardstanding, disturbed ground, rough scrub and grassland. The site is bounded by Southfield Avenue and residential properties to the north, amenity grassland to the west, rough grassland to the south and residential properties to the east. The site is predominantly flat where development is proposed, with steep slopes and a 7m cut face within bedrock to the east and south, indicative of previous quarrying activities on the site.

The site currently drains northwards towards Southfield Avenue. There are no open flowing watercourses or water bodies within or near to the site, with the nearest open watercourse on OS mapping shown to be over 800m to the east. During the site visit, a manhole was observed within the site boundary which is likely indicative of a drainage system associated with the previous uses of the site, otherwise no existing drainage measures were observed. A kerb and gully road drainage system was observed along Southfield Avenue, whilst Scottish Water plans (Appendix D) indicate there to be surface water and combined sewers along Southfield Avenue. There is also a Scottish Water mains indicated to be directly west of the development boundary and along Southfield Avenue.

Historic mapping (National Library of Scotland) indicates that the site was undeveloped during the 1800s, although a road was present directly to the west and a quarry was present directly to the south. A quarry is indicated to be present within the site between 1945 and 1965. On mapping dated between 1944 and 1973, the quarry area within the site boundary is noted as a 'refuse tip', whilst the road to the west is observed to have been removed. This occurs during a period where there is a significant expansion in housing and urban development within the surrounding area. More recently, aerial mapping indicates a building within the footprint of the former quarry since at least 2002, which was a social club. This building was destroyed in 2017 and since then aerials would suggest the site has been used for car parking and as a yard.

British Geological Survey (BGS) mapping indicates the site to be underlain by the igneous Strathgryfe Lava Member bedrock formation with glacial till, however site observations have indicated any glacial till will have been removed as a result of the previous quarrying. The underlying geology will be low permeability with limited infiltration potential. There is also likely to be made ground underlying the site, due to historic development and likely infilling of the former quarry when it was a refuse tip.

4. Drainage Assessment

4.1 Existing Drainage

The site is predominantly impermeable hardstanding with possibly some dilapidated drainage associated with the former social club. Surface water runoff from the site will currently follow existing topography and discharge directly to Southfield Avenue where it would be collected by the existing road drainage network or flow westwards.

Using the Modified Rational Method based upon the 0.262Ha impermeable area, and rainfall intensity for a 6 hour duration event, the existing (brownfield) 1 in 2-year runoff rate is estimated to be 3.2l/s, and the existing 1 in 200-year runoff rate plus climate change runoff rate is estimated to be 27.2l/s.

4.2 Proposed Discharge Rate

The total catchment area has been estimated to be 0.262Ha with the greenfield 1 in 2-year event estimated to be 3.3l/s adopting the ICP SUDS methodology. This is below the 1.2l/s estimated using the 4.5l/s/Ha ratio required under Inverclyde Council guidance, however adoption of such a low discharge rate has been determined to result in an orifice size below 75mm which would be contrary to Inverclyde Council and Scottish Water guidance due to the risk of blockage. Therefore, a restricted discharge rate of 3.3l/s has been adopted as the lowest flow achievable whilst maintaining the minimum orifice size with a vortex flow control. It is highlighted that this will provide significant betterment given the site is currently brownfield and unattenuated.

4.3 Proposed SuDS

The proposed drainage strategy for the development includes permeable block paving of the car parking areas and geo-cellular attenuation crates below the hardstanding areas. The proposed design layout demonstrating the proposed surface water management techniques is included in Appendix F.

The porous block paving will provide treatment of surface water runoff from the trafficked areas of the development via filtration whilst the void ratio within the subbase will provide storage of surface water from areas of new roof runoff. This will treat and attenuate surface water close to source, whilst also reducing the need for gullies and piped drainage improving the maintenance regime. The cellular attenuation crates will provide the required attenuated storage volume, collecting all site runoff prior to discharge.

Adoption of above ground SuDS that provide greater biodiversity and amenity benefits have been discounted due spatial constraints and the brownfield nature of the site. The proposed drainage components have been sized to fully accommodate the 1 in 200-year plus 41% allowance for climate change in accordance with Inverclyde Council guidance, as demonstrated within the drainage model report within Appendix E.

4.4 Outfall Location

It is considered that infiltration is not a feasible option at this stage due to the brownfield nature of the site, existing hardstanding and the likely presence of made ground, noting the previous use of the site as a refuse tip. This should be confirmed at detailed design stage and prior to construction through the undertaking of ground investigations. Discharge to surface water is not an option as the nearest watercourse is over 800m from the site. There is a Scottish Water surface water sewer located approximately 60m from the site boundary on Southfield Avenue and this is considered to be the preferred option as the levels currently permit an outfall to this manhole and this avoids the need to connect with a combined sewer, which would be contrary to Inverclyde Council guidance, Scottish Water policy and NPF4.

A Pre Development Enquiry (PDE) regarding the drainage strategy has been submitted to Scottish Water and a response is pending.

4.5 Water Quality Assessment

The Simple Index Approach (SIA) has been used to determine the suitability of the proposed SuDS in line the SuDS Manual (CIRIA, 2015). The water quality assessment results for the proposed SuDS components in relation to the development land uses are outlined in Table 1 below.

Table 1: Water Quality Assessment

Land Use / SuDS Component	Total Suspended Solids (TSS)	Metals	Hydrocarbons
Land use: Standard commercial yard or delivery area	0.7	0.6	0.7

Land Use / SuDS Component	Total Suspended Solids (TSS)	Metals	Hydrocarbons
SuDS component: Pervious pavement (where the pavement is not designed as an infiltration component)	0.7	0.6	0.7
Sufficiency of Pollution Mitigation Indices	Sufficient	Sufficient	Sufficient

4.6 Overland Flow Routes

Overland flow routes pre-development and post-development will remain unchanged due to position of the proposed drainage components in accordance with the existing site topography, as shown in Appendix F. The full 1 in 200-year event plus climate change event would be contained within the drainage system, therefore there will be no overland flows generated during this event. Cut-off drains or other interception measures are not considered necessary above the site due to slight mounding above the cut rock face which would naturally divert any upslope overland flows away from the development.

4.7 Maintenance and Vesting

The proposed drainage within the site boundary will remain private and therefore the responsibility for these will be with the site owner. A suitably qualified management company should be appointed by the site owner to undertake the required maintenance activities for the drainage system throughout the lifetime of the proposed development.

All drainage systems require regular maintenance in order to ensure they are effective and operational. The maintenance of the drainage systems should be undertaken on a regular basis, alongside other maintenance tasks. Each element of the drainage system will have its own specific maintenance regime and frequency. An Operation and Maintenance Plan should be in place prior to occupation; high-level maintenance guidance for permeable pavements and cellular storage can be found within the SuDS Manual Chapters 20 and 21 (CIRIA, 2015).

Manufacturer specific products, such as flow controls and treatment devices, will be determined at construction stage. The specific products will have their own maintenance guidance which should be included in the Operation and Maintenance Plan.

4.8 Foul Water Requirements

A new foul water connection is assumed to be required for the proposed development. There is an existing Scottish Water combined sewer on Southfield Avenue which runs from east to west (Appendix D). It is proposed that foul water generated will be collected in a piped system and connected to this combined sewer. There may be an existing connection within the site boundary, associated with the former social club, which could be brought back into operation. A summary of the estimated post development foul flows is provided in Table 2 below.

Table 1: Foul Water Flows

Type	Flow Per Persons (l/d)	Persons	Total Flow Per Day (l/d)	Average Flow (l/s)	Peak Flow (l/s) (2.5 Factor)
Industrial - without canteen (shops)	50	8	400	0.005	0.012
Industrial - without canteen (tool hire)	50	4	200	0.002	0.006
Industrial - with canteen (takeaway)	100	4	400	0.005	0.012
		Total	1000	0.012	0.029

5. Summary

The proposed development site is currently brownfield and impermeable, discharging unattenuated runoff onto Southfield Avenue. A drainage strategy (Appendix F) has been developed for the site that will restrict all site runoff up to and including the 1 in 200-year plus 41% allowance for climate change to 3.3l/s, which is the minimum achievable discharge rate whilst ensuring a minimum orifice size above 75mm diameter. This is equivalent to the estimated 1 in 2-year greenfield runoff rate for the equivalent catchment area and will provide an 88% betterment during the 1 in 200-year plus climate change 6 hour event, comparative to the equivalent existing site runoff rates.

The drainage strategy will incorporate permeable paving and cellular storage crates that have been sized to fully accommodate the 1 in 200-year plus climate change event with no flooding. The drainage network will connect with an existing Scottish Water surface water sewer manhole on Southfield Avenue. A new foul water connection to a combined sewer manhole on Southfield Avenue is proposed, though any existing connection associated with a former social club on the site may also be usable subject to appropriate investigations.

The drainage assessment has demonstrated that SuDS are achievable given the development proposals and land available. A detailed drainage design following the principles set out within this drainage assessment will be submitted to Inverclyde Council for approval prior to construction.

References

CIRIA (2015). CIRIA C753 The SuDS Manual. Available at: http://www.scotsnet.org.uk/documents/NRDG/CIRIA-report-C753-the-SuDS-manual-v6.pdf

Inverclyde Council (2024). Flood Risk Assessment and Surface Water Management Assessment: Planning Guidance for Developers. Available online at: https://www.inverclyde.gov.uk/assets/attach/17040/Flood-Risk-Assessment-and-Surface-Water-Management-Assessment-March-2024.pdf

SEPA (2018). Flood Risk and Land Use Vulnerability Guidance. Available online at: https://www.sepa.org.uk/media/143416/land-use-vulnerability-guidance.pdf

SEPA (2022). Technical Flood Risk Guidance for Stakeholders- SEPA requirements for undertaking a Flood Risk Assessment. Available online at: https://www.sepa.org.uk/media/162602/ss-nfr-p-002-technical-flood-risk-guidance-for-stakeholders.pdf

SEPA (2023) Climate change allowances for flood risk assessment in land use planning. Available online at: https://www.sepa.org.uk/media/gq3c2xyb/climate-change-allowances-guidance-v4-final_nov23.pdf

Appendix A: Site Photographs

Photograph 1: Looking east from within the development site.

Photograph 2: Looking south from within the development site.

Photograph 3: Manhole within the development site which may be a sewer connection associated with the former social club on the site.

Photograph 4: Looking north over the development site from above the former quarry cutting.

Photograph 5: Looking west along Southfield Avenue showing the proposed surface water sewer manhole connection.

Photograph 6: Looking towards the site and the proposed site entrance.

Appendix B: Certification

CERTIFICATE A1 – SELF CERTIFICATION (DESIGNER)

1 We certify that reasonable professional skill and care has been used in the preparation and checking of the Surface Water Management Plan / ~~Flood Risk Assessment~~ (*delete as appropriate)* for the development SOUTHFIELD AVENUE With a view to securing that: -

a. It has been designed and checked in accordance with the most recent Inverclyde Council Flood Prevention Requirements

b. It has been checked for compliance with the relevant standards in point a. above

c. Details of the ground investigation and the attached interpretative report demonstrating that any soakaways provided are compliant (delete as appropriate)

d. The required Professional Indemnity Insurance* is maintained per 6.7 of this document

e. It has been accurately translated into drawings and documents submitted alongside the planning application (all of which have been checked). The unique numbers and revisions of these drawings are: -

EH00013 SOUTHFIELD DRAINAGE ASSESSMENT

.....

.....

2

Signed [redacted]

Name Derwyn Lear

Professional Qualifications[1] MCIWEM C.WEM CEnv

Principal of Organisation responsible for the design

Position Held Director

Name of Organisation EcoHydrology Limited

Date 01/11/2024

1 - The senior member of staff must be a Chartered Professional with either the Institution of Civil Engineers (ICE) or the Chartered Institution of Water and Environmental Management (CIWEM).

*Please attach appropriate evidence of Professional Indemnity Insurance

CERTIFICATE B1 – INDEPENDENT CHECK DECLARATION

1 We certify that reasonable professional skill and care has been used in the checking of the Surface Water Management Plan (delete as appropriate) for the development at SOUTHFIELD AVENUE with a view to securing that:-

a. It has been designed and checked in accordance with the most recent Inverclyde Council Flood Prevention Requirements

b. It has been checked for compliance with the relevant standards in a.

c. Details of the ground investigation and the attached interpretative report demonstrating that any soakaways provided are compliant (delete as appropriate)

d. It has been accurately translated into drawings and documents submitted alongside the planning application (all of which have been checked). The unique numbers and revisions of these drawings are: -

EH00013 SOUTHFIELD DRAINAGE ASSESSMENT

.....

.....

.....

2

[redacted]

Signed

Name Daniel Cook

Professional Qualifications[1] BSc MSc C.WEM MCIWEM

Principal of Organisation responsible for the design

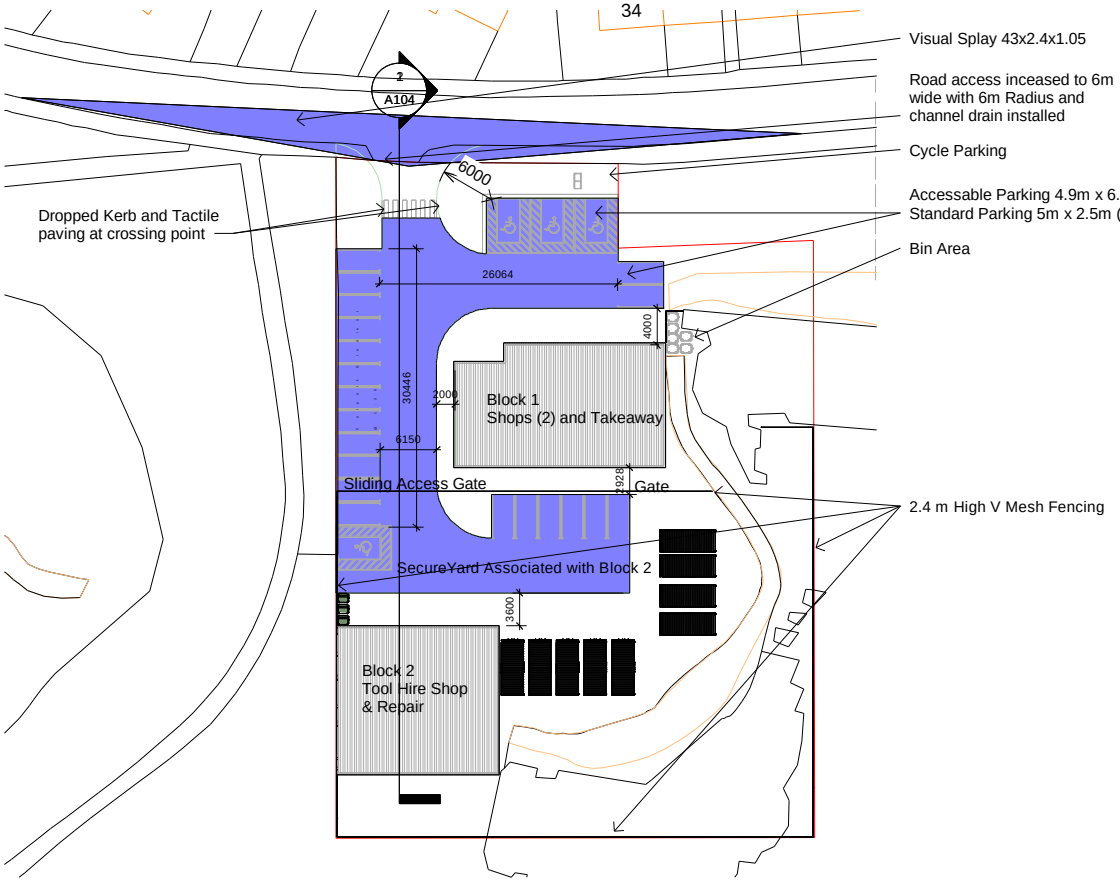
Position Held Principal Flood Risk Consultant

Name of Organisation Aegaea

Date 08/11/2024

1 - The senior member of staff must be a Chartered Professional with either the Institution of Civil Engineers (ICE) or the Chartered Institution of Water and Environmental Management (CIWEM).

Appendix C: Proposed Development



1 Site Roads

1 : 500

1 : 1

0 10 20 50 100mm

No.	Description	Date

www.autodesk.com/revit

CODE	STATUS	SUITABILITY DESCRIPTION	PURPOSE OF ISSUE

PROJECT: Southfield

SHEET: Site 002

CLIENT: Owner

Date	Project number	Scale (@ A3)
28/09/24	Project Number	1 : 500

Drawn by: DD

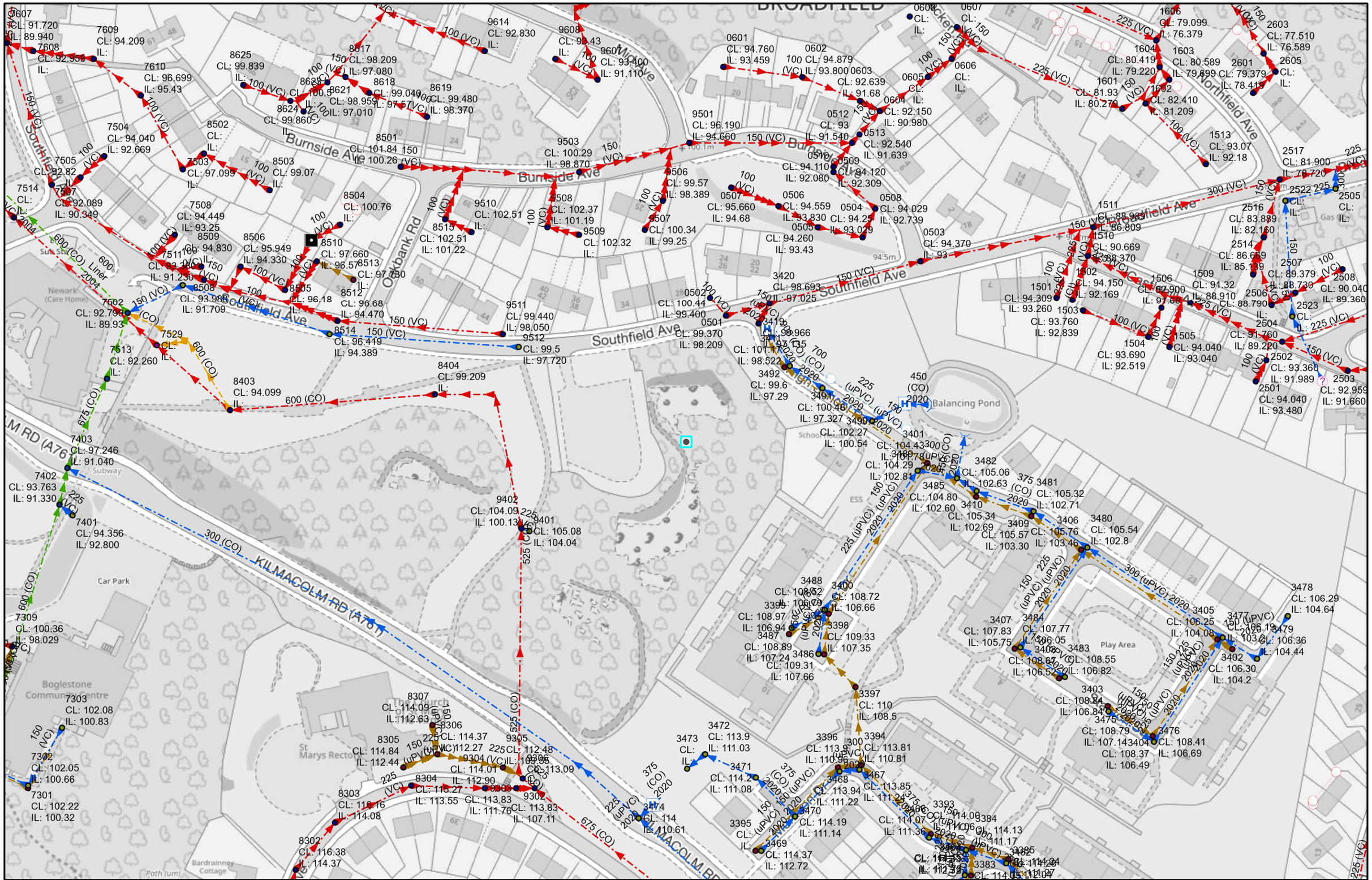
Checked by: DD

DRWAING NUMBER: A101

REV:

28/09/2024 19:58:45

Appendix D: Scottish Water Plans



Warning! Damaging a large diameter trunk main (12"/300mm and above) can result in loss of life and major water supply and water quality problems. If you're planning any extension work in the vicinity of any large diameter mains shown on our maps, you must contact Scottish Water to arrange a site visit 08000 778 778 WELL IN ADVANCE OF THE WORKS.

Plotted By: duncan@cornerstoneprojects.co.uk

The representation of physical assets and the boundaries of areas in which Scottish Water and others have an interest does not necessarily imply their true positions. For further details contact the appropriate District office.

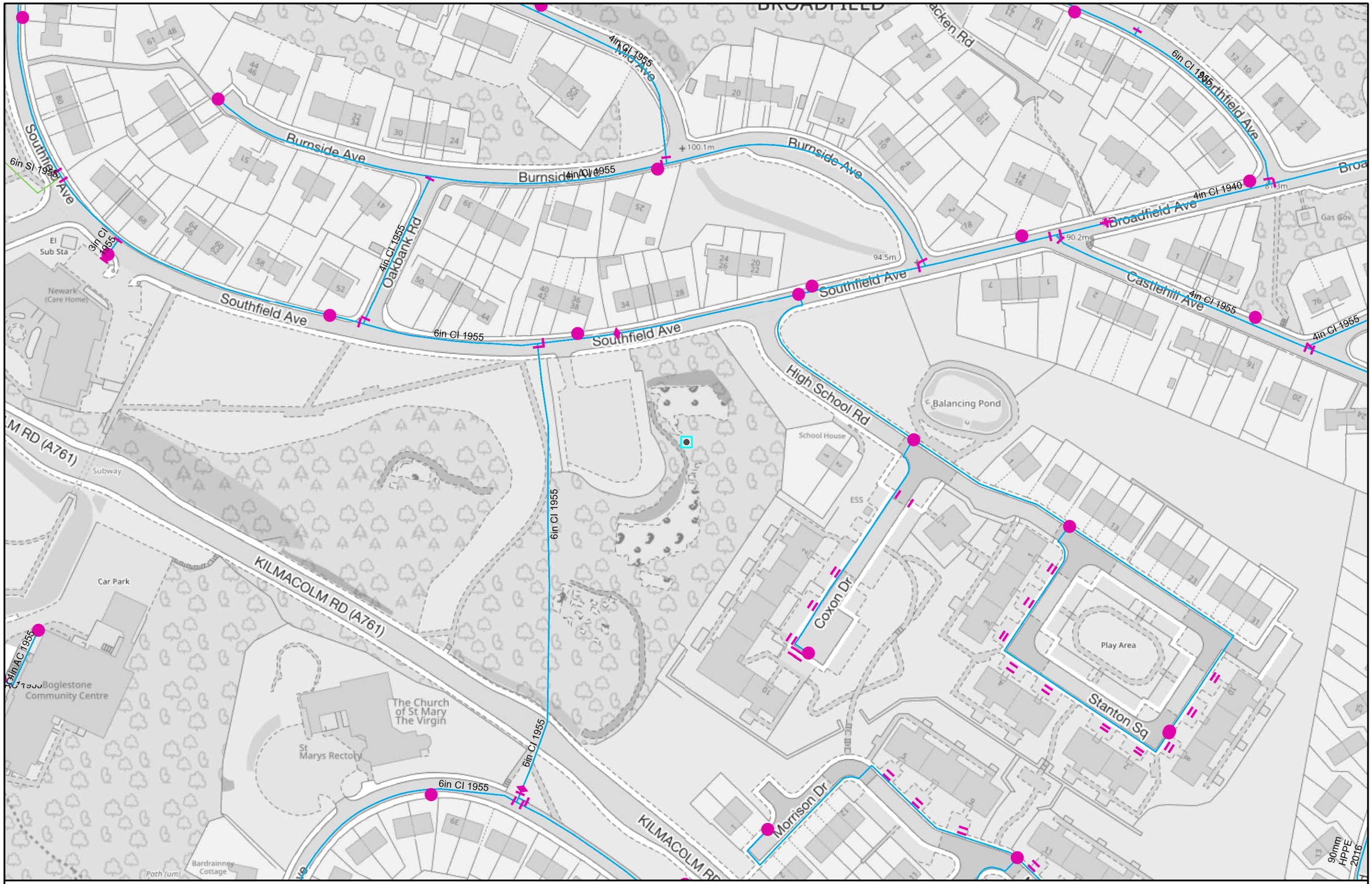
Date: 22/10/2024

EH00013 waste

0 5 10 20 Meters

SCALE: 1:1,323

Scottish Water
Trusted to serve Scotland
The Bridge
6 Buchanan Gate
Steps
Glasgow
G33 6FB
Tel No: 08000 778 778



Warning! Damaging a large diameter trunk main (12"/300mm and above) can result in loss of life and major water supply and water quality problems. If you're planning any extension work in the vicinity of any large diameter mains shown on our maps, you must contact Scottish Water to arrange a site visit 08000 778 778 WELL IN ADVANCE OF THE WORKS.

Plotted By: duncan@cornerstoneprojects.co.uk

The representation of physical assets and the boundaries of areas in which Scottish Water and others have an interest does not necessarily imply their true positions. For further details contact the appropriate District office.

Date: 22/10/2024

EH00013 water

0 5 10 20 Meters

SCALE: 1:1,323

Scottish Water
Trusted to serve Scotland
The Bridge
6 Buchanan Gate
Stepps
Glasgow
G33 6FB
Tel No: 08000 778 778

Scottish Water Asset

Waste Water Network

Fittings

Access (Lateral)
- Abandoned
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)

Chamber
- Abandoned
- CSO
- Combined
- Foul
- Dual Manhole - Foul
- Dual Manhole - Surface
- Isolated
- Natural Water
- Not Applicable
- Other
- Planned
- Proposed
- Surface Water
- Trade Effluent
- Treated Effluent
- Unknown
- Unknown_

Combined Sewer Overflow
- CSO-COMB SEW O/FL

Balancing Pond

Basin

Bifurcation Chamber
- Abandoned
- Combined (C)
- Foul (F)
- Isolated
- Planned
- Proposed
- Surface Water (S)
- Unknown

Sewerage Air Valve
- Combined (C)
- Isolated
- Abandoned
- CSO (O)
- Foul (F)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Buchan Trap
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown(Z)

Capped End
- Abandoned
- Accepted
- Adopted
- In Use
- Isolated
- Not Applicable
- Planned
- Proposed
- Removed
- Unknown

Hatchbox
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Hydraulic Control Chamber
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Planned
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Inlet
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown

Rodding Eye
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown
- Unknown(Z)

Non-return Valve
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown

Lamphole
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown

Outfall
- Planned
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown
- Unknown_

Pond

Trench

Sluice Valve
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)

Unknown End
- Abandoned
- Unknown End

Washout
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Wetland

Vent Column

Pipes

Gravity Pipe
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Gravity Pipe General

Gravity Pipe
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Gravity Pipe General

Connection (Lateral)
- Abandoned
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Connection (Lateral) General

Rising Main
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Rising Main General

Rising Main
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Rising Main General

Syphon
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Surface Water (S)
- Treated Effluent (E)

Scottish Water Asset Data

Water Network

Fittings

Valve

- Valve - Abandoned
- Valve

Pressure Management Valve

- Abandoned
- Adopted
- Isolated
- Pressure Reducing
- Pressure Relief
- Pressure Sustaining
- Proposed
- Removed
- Unknown

Hydrant

- Abandoned
- Adopted
- Ball
- Fire
- Isolated
- Proposed
- Removed
- Shipping
- Unknown
- Washout

Stop Cock

- Abandoned
- Adopted
- In Use
- Isolated
- Proposed
- Removed
- Unknown

Boundary Box

End Cap

- Abandoned
- Adopted
- In Use
- Isolated
- Proposed
- Removed
- Unknown

Air Shaft

- Abandoned
- Adopted
- Isolated
- Pipe
- Proposed
- Removed
- Shaft
- Unknown

Air Valve

- AV
- Abandoned
- Adopted
- Air Cock
- DAV
- HAV
- Isolated
- Proposed
- Removed
- SAV
- TAV
- Unknown

Blank Tee

- Abandoned
- Adopted
- Flanged Plate
- Isolated
- Other
- Other_
- Proposed
- Removed
- Unknown

Chamber Box

- Abandoned
- Access Chamber
- Adopted
- Danelaw Box
- General
- Isolated
- Lucy Box
- Other
- Proposed
- Removed
- Swabbing
- Unknown

Collecting Chamber

Discharge Point

- Buchan Trap
- Isolated
- New Subtype
- Other
- Proposed
- Proudfoot Box
- Removed
- Undefined Scour Point
- Unknown
- Unknown End

Pressure Monitoring Point

Swab Chamber

- Abandoned
- Adopted
- Hatch Box
- Isolated
- Joint
- Proposed
- Removed
- T and Blank Plate
- Unknown

Wet Chamber

Pipes

Main - Water Distribution Public

- Abandoned, Public
- Adopted, Public
- Bypass, Public
- Distribution, Public
- Drain, Public
- Fire, Public
- Isolated, Public
- Overflow, Public
- Proposed, Public
- Removed, Public
- Sludge, Public
- Trunk, Public
- Washout, Public

Main - Water Distribution

Main - Water Distribution Private

- Abandoned, Private
- Abandoned, Private (Operated by Scottish Water)
- Adopted, Private
- Bypass, Private
- Distribution, Private
- Distribution, Private (Operated by Scottish Water)
- Drain, Private
- Fire, Private
- Fire, Private (Operated by Scottish Water)
- Isolated, Private
- Overflow, Private
- Overflow, Private (Operated by Scottish Water)
- Proposed, Private
- Proposed, Private (Operated by Scottish Water)
- Removed, Private
- Sludge, Private
- Sludge, Private (Operated by Scottish Water)
- Trunk, Private
- Washout, Private
- Washout, Private (Operated by Scottish Water)

Service Pipe

- Abandoned
- Communication
- Communication - Fire Connection
- Isolated
- Proposed
- Removed
- Service
- Supply - Common
- Supply - Fire Main
- Supply - Single
- Service Pipe General

Main - Raw Water

- Abandoned
- Isolated
- Overflow
- Proposed
- Raw Supply
- Removed
- Syphon
- Washout
- Main - Raw Water General

Aqueduct

- Abandoned
- Aqueduct
- Tunnel - Aqueduct
- Viaduct
- Aquaduct General

Please note the plans provided by Scottish Water Horizons (SWH) or Scottish Water (SW) are subject to the following conditions:

a) SWH/SW do not warrant the accuracy of the data or its fitness for the Customer or End Users purpose.

b) SWH/SW will not accept any liability due to any loss, damage, injury or any other occurrence arising from the Customer or End User's use of the Utility Search Report.

c) SWH/SW do not guarantee the information contained within the Utility Search Report to be complete or up to date due to the continual development of utility networks and the time taken to update records of the same.

91 Market Street Hoylake Wirral CH47 5AA
Tel. 0151 632 5142
enquiries@cornerstoneprojects.co.uk
www.cornerstoneprojects.co.uk
VAT Reg. No. 851 4941 19
Company No. 5132353

Appendix E: Drainage Model Report

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Inflows Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

C1

Type : Catchment Area

Area (ha)	0.104

Dynamic Sizing

Runoff Method	Time of Concentration
Summer Volumetric Runoff	0.750
Winter Volumetric Runoff	0.840
Time of Concentration (mins)	5
Percentage Impervious (%)	100

C2

Type : Catchment Area

Area (ha)	0.124

Dynamic Sizing

Runoff Method	Time of Concentration
Summer Volumetric Runoff	0.750
Winter Volumetric Runoff	0.840
Time of Concentration (mins)	5
Percentage Impervious (%)	100

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Junctions Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Name	Junction Type	Easting (m)	Northing (m)	Cover Level (m)	Depth (m)	Invert Level (m)	Chamber Shape	Diameter (m)
MH3	Manhole	233949.680	673509.559	100.449	1.049	99.400	Circular	1.200
MH1	Manhole	233951.198	673476.011	102.342	1.200	101.142	Circular	1.200
MH2	Manhole	233949.635	673491.380	101.675	1.200	100.475	Circular	1.200

Name	Lock
MH3	None
MH1	None
MH2	None

Inlets

Junction	Inlet Name	Incoming Item(s)	Bypass Destination	Capacity Type
MH3	Inlet	P7	(None)	No Restriction
MH1	Inlet	P1	(None)	No Restriction
MH2	Inlet	P2	(None)	No Restriction
	Inlet (1)	P3	(None)	No Restriction

Outlets

Junction	Outlet Name	Outgoing Connection	Outlet Type
MH1	Outlet	P2	Free Discharge
MH2	Outlet	P4	Free Discharge

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Stormwater Controls Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

PP2

Type : Porous Paving

Dimensions

Exceedance Level (m)	101.500
Depth (m)	0.650
Base Level (m)	100.850
Paving Layer Depth (mm)	130
Membrane Percolation (m/hr)	3.0
Porosity (%)	30
Length (m)	35.106
Long. Slope (1:X)	500.00
Width (m)	5.116
Total Volume (m³)	29.319

Under Drain

Height Above Base (m)	0.000
Diameter (mm)	150
No. of Barrels	3
Release Height (m)	0.000
Friction Scheme	Manning's n
n	0.015

Inlets

Inlet

Inlet Type	Lateral Inflow
Incoming Item(s)	C2
Bypass Destination	(None)
Capacity Type	No Restriction

Outlets

Outlet (1)

Outgoing Connection	P3
Outlet Type	Free Discharge

Advanced

Conductivity (m/hr)	200.0

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Stormwater Controls Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

PP1

Type : Porous Paving

Dimensions

Exceedance Level (m)	102.499
Depth (m)	0.750
Base Level (m)	101.749
Paving Layer Depth (mm)	130
Membrane Percolation (m/hr)	3.0
Porosity (%)	30
Length (m)	15.098
Long. Slope (1:X)	500.00
Width (m)	4.768
Total Volume (m³)	13.762

Under Drain

Height Above Base (m)	0.000
Diameter (mm)	150
No. of Barrels	2
Release Height (m)	0.000
Friction Scheme	Manning's n
n	0.015

Inlets

Inlet

Inlet Type	Lateral Inflow
Incoming Item(s)	C1
Bypass Destination	(None)
Capacity Type	No Restriction

Outlets

Outlet

Outgoing Connection	P1
Outlet Type	Free Discharge

Advanced

Conductivity (m/hr)	200.0

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Stormwater Controls Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

CS1

Type : Cellular Storage

Dimensions

Exceedance Level (m)	101.500
Depth (m)	1.200
Base Level (m)	99.900
Number of Crates Long	15
Number of Crates Wide	24
Number of Crates High	3
Porosity (%)	95
Crate Length (m)	0.8
Crate Width (m)	0.4
Crate Height (m)	0.4
Total Volume (m³)	131.728

Inlets

Inlet (2)

Inlet Type	Point Inflow
Incoming Item(s)	P4
Bypass Destination	(None)
Capacity Type	No Restriction

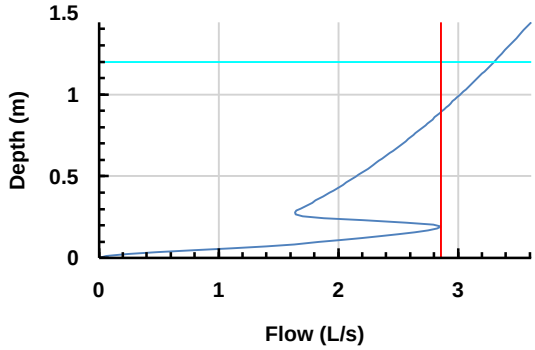
Outlets

Outlet

Outgoing Connection	P7
Outlet Type	Hydro-Brake®

Invert Level (m)	99.900
Design Depth (m)	1.200
Design Flow (L/s)	3.3
Objective	Minimise Upstream Storage Requirements
Application	Surface Water Only
Sump Available	☐

Unit Reference	CHE-0079-3300-1200-3300



Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Connections Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Name	Length (m)	Connection Type	Slope (1:X)	Manning's n	Colebrook-White Roughness (mm)	Diameter / Base Width (mm)	Upstream Cover Level (m)	Upstream Invert Level (m)
P7	8.447	Pipe	16.894		0.6	300	101.290	99.900
P1	9.243	Pipe	61.913		0.6	150	102.643	101.749
P2	15.448	Pipe	45.230		0.6	150	102.342	101.142
P3	5.097	Pipe	25.485		0.6	150	101.660	100.850
P4	9.691	Pipe	55.373		0.6	225	101.675	100.475

Name	Downstream Cover Level (m)	Downstream Invert Level (m)	Part Family	Lock	Flow Restriction (L/s)
P7	100.449	99.400		Levels	0.0
P1	102.342	101.600		Levels	
P2	101.675	100.800		Levels	
P3	101.675	100.650		Levels	
P4	101.548	100.300		Levels	

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Manhole Schedule Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Name	Cover Level (m) Invert Level (m)	Manhole Size (m)	Connection Details				Type
Coordinates (m)	Depth (m)		Incoming Connections	Connection Type	Connection Invert (m)	Connection Size (mm)	Junction Type
			Outgoing Connections				Cover
MH3	100.449 99.400	Diameter / Length: 1.200	{1} P7	Pipe	99.400	Diam/Width:300	Manhole
E:233949.680 N:673509.559	1.049						
							Not Applicable
MH1	102.342 101.142	Diameter / Length: 1.200	{1} P1	Pipe	101.600	Diam/Width:150	Manhole
E:233951.198 N:673476.011	1.200						
			{a} P2	Pipe	101.142	Diam/Width:150	Not Applicable
MH2	101.675 100.475	Diameter / Length: 1.200	{1} P2	Pipe	100.800	Diam/Width:150	Manhole
E:233949.635 N:673491.380	1.200		{2} P3	Pipe	100.650	Diam/Width:150	
			{a} P4	Pipe	100.475	Diam/Width:225	Not Applicable

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Inflow Summary Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Inflow Label	Connected To	Flow (L/s)	Runoff Method	Area (ha)	Percentage Impervious (%)	Urban Creep (%)	Adjusted Percentage Impervious (%)	Area Analysed (ha)
C1	PP1		Time of Concentration	0.104	100	0	100	0.104
C2	PP2		Time of Concentration	0.124	100	0	100	0.124
TOTAL		**0.0**		**0.229**				**0.229**

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Network Design Criteria Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Flow Options

Peak Flow Calculation	(UK) Modified Rational Method
Min. Time of Entry (mins)	5
Max. Travel Time (mins)	30

FEH

Type: FEH

Site Location	GB 233967 673484 NS 33967 73484
Return Period (years)	2.0
Rainfall Version	2022

Pipe Options

Lock Slope Options	None
Design Options	Minimise Excavation
Design Level	Level Inverts
Min. Cover Depth (m)	1.200
Min. Slope (1:X)	500.00
Max. Slope (1:X)	40.00
Min. Velocity (m/s)	0.75
Max. Velocity (m/s)	3.0
Use Flow Restriction	☐
Reduce Channel Depths	☑

Pipe Size Library

Default

Add. Increment (mm)	75
Max. Diameter (mm)	0

Diameter (mm)	Min. Slope (1:X)	Max. Slope (1:X)
100	0.00	0.00
150	0.00	0.00

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Network Design Criteria Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Manhole Options

Apply Offset	☐

Manhole Size Library

Default

Diameter / Width

Connection (mm)	Diameter / Length (m)	Width (m)
0	1.200	0.000
375	1.350	0.000
500	1.500	0.000
750	1.800	0.000

Additional Sizing

Connection (mm)	900
Diameter / Length (m)	0.900
Width (m)	0.000

Depth

Depth (m)	Diameter / Length (m)	Width (m)
0.000	1.050	0.000
1.500	1.200	0.000

Access

Depth (m)	Ladder Protrusion (mm)
0.000	130
3.000	230

Benching Requirements

Landing Width (mm)	500
Benching Width (mm)	225

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Outfall Details Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Outfalls

Outfall	Outfall Type	Fixed Surcharged Level (m)	Level Curve
MH3	Free Discharge		

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Title:	Company Address:		
Rainfall Analysis Criteria	2/3 48 West George Street Glasgow G2 1BP		

Runoff Type	Dynamic
Output Interval (mins)	5
Time Step	Default
Urban Creep	Apply Global Value
Urban Creep Global Value (%)	0
Junction Flood Risk Margin (mm)	0
Perform No Discharge Analysis	☐

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Title:	Company Address:		
UK and Ireland Rural Runoff Calculator	2/3 48 West George Street Glasgow G2 1BP		

ICP SUDS / IH 124

Details

Method	ICP SUDS
Area (ha)	0.262
SAAR (mm)	1709.0
Soil	0.47
Region	Region 2
Urban	0
Return Period (years)	2

Results

Region	QBAR Rural (L/s)	QBAR Urban (L/s)	Q 2 (years) (L/s)	Q 1 (years) (L/s)	Q 30 (years) (L/s)	Q 100 (years) (L/s)
Region 2	3.6	3.6	3.3	3.1	6.8	9.5

Greenfield Volume

FSR

Details

Region	Scotland And Ireland
M5-60 (mm)	16.0
Ratio R	0.233
Area (ha)	0.262
SAAR (mm)	1727.0
CWI	125.513
Urban 1990	0
Areal Reduction Factor	1.00
SPR	53
Storm Duration (mins)	360
Return Period (years)	200

Results

PR%	57.82
Greenfield Runoff Volume (m^3)	103.703

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Inflows Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 2 years: Increase Rainfall (%): +0: Critical Storm Per Item: Rank By: Max. Inflow

Inflow	Storm Event	Inflow Area (ha)	Max. Inflow (L/s)	Total Inflow Volume (m^3)
C1	FEH: 2 years: +0 %: 15 mins: Winter	0.10	15.0	6.930
C2	FEH: 2 years: +0 %: 15 mins: Winter	0.12	17.8	8.237

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Inflows Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 200 years: Increase Rainfall (%): +41: Critical Storm Per Item: Rank By: Max. Inflow

Inflow	Storm Event	Inflow Area (ha)	Max. Inflow (L/s)	Total Inflow Volume (m^3)
C1	FEH: 200 years: +41 %: 15 mins: Winter	0.10	67.0	31.072
C2	FEH: 200 years: +41 %: 15 mins: Winter	0.12	79.5	36.907

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Junctions Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 2 years: Increase Rainfall (%): +0: Critical Storm Per Item: Rank By: Max. Depth

Junction	Storm Event	Cover Level (m)	Invert Level (m)	Max. Level (m)	Max. Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m^3)	Max. Flooded Volume (m^3)	Max. Outflow (L/s)	Total Discharge Volume (m^3)	Status
MH3	FEH: 2 years: +0 %: 960 mins: Summer	100.449	99.400	99.422	0.022	2.9	0.000	0.000	2.9	79.094	OK
MH1	FEH: 2 years: +0 %: 15 mins: Winter	102.342	101.142	101.211	0.070	11.1	0.079	0.000	10.6	6.667	OK
MH2	FEH: 2 years: +0 %: 30 mins: Winter	101.675	100.475	100.569	0.094	21.6	0.106	0.000	21.5	20.404	OK

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Junctions Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 200 years: Increase Rainfall (%): +41: Critical Storm Per Item: Rank By: Max. Depth

Junction	Storm Event	Cover Level (m)	Invert Level (m)	Max. Level (m)	Max. Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m^3)	Max. Flooded Volume (m^3)	Max. Outflow (L/s)	Total Discharge Volume (m^3)	Status
MH3	FEH: 200 years: +41 %: 960 mins: Winter	100.449	99.400	99.423	0.023	3.3	0.000	0.000	3.3	256.276	OK
MH1	FEH: 200 years: +41 %: 15 mins: Winter	102.342	101.142	101.657	0.516	35.2	0.583	0.000	35.9	30.712	Surcharged
MH2	FEH: 200 years: +41 %: 960 mins: Winter	101.675	100.475	101.106	0.631	11.4	0.713	0.000	11.3	260.230	Surcharged

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Stormwater Controls Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 2 years: Increase Rainfall (%): +0: Critical Storm Per Item: Rank By: Max. Avg. Depth

Stormwater Control	Storm Event	Max. US Level (m)	Max. DS Level (m)	Max. US Depth (m)	Max. DS Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m³)	Max. Flooded Volume (m³)	Total Lost Volume (m³)	Max. Outflow (L/s)	Total Discharge Volume (m³)	Percentage Available (%)	Status
PP2	FEH: 2 years: +0 %: 30 mins: Winter	100.966	100.915	0.046	0.065	12.3	3.354	0.000	0.000	11.3	10.982	88.559	OK
PP1	FEH: 2 years: +0 %: 15 mins: Winter	101.854	101.830	0.074	0.081	15.0	1.714	0.000	0.000	11.1	6.689	87.546	OK
CS1	FEH: 2 years: +0 %: 360 mins: Winter	100.206	100.206	0.306	0.306	7.0	33.507	0.000	0.000	2.9	57.051	74.563	OK

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Stormwater Controls Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 200 years: Increase Rainfall (%): +41: Critical Storm Per Item: Rank By: Max. Avg. Depth

Stormwater Control	Storm Event	Max. US Level (m)	Max. DS Level (m)	Max. US Depth (m)	Max. DS Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m³)	Max. Flooded Volume (m³)	Total Lost Volume (m³)	Max. Outflow (L/s)	Total Discharge Volume (m³)	Percentage Available (%)	Status
PP2	FEH: 200 years: +41 %: 15 mins: Winter	101.206	101.115	0.286	0.265	79.5	15.664	0.000	0.000	37.1	35.555	46.575	OK
PP1	FEH: 200 years: +41 %: 15 mins: Winter	102.267	102.197	0.488	0.447	67.0	10.252	0.000	0.000	35.2	30.745	25.504	OK
CS1	FEH: 200 years: +41 %: 960 mins: Winter	101.105	101.105	1.205	1.205	11.3	131.372	0.000	0.000	3.3	256.286	0.270	OK

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Connections Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 2 years: Increase Rainfall (%): +0: Critical Storm Per Item: Rank By: Max. Flow

Connection	Storm Event	Connection Type	From	To	Upstream Cover Level (m)	Max. US Water Level (m)	Max. Flow Depth (m)	Discharge Volume (m³)	Max. Velocity (m/s)	Flow / Capacity	Max. Flow (L/s)	Status
P7	FEH: 2 years: +0 %: 960 mins: Summer	Pipe	CS1	MH3	101.290	100.129	0.022	79.094	1.2	0.01	2.9	OK
P1	FEH: 2 years: +0 %: 15 mins: Winter	Pipe	PP1	MH1	102.643	101.829	0.077	6.689	1.2	0.49	11.1	OK
P2	FEH: 2 years: +0 %: 15 mins: Winter	Pipe	MH1	MH2	102.342	101.211	0.068	6.667	1.4	0.4	10.6	OK
P3	FEH: 2 years: +0 %: 30 mins: Winter	Pipe	PP2	MH2	101.660	100.912	0.062	10.982	1.7	0.32	11.3	OK
P4	FEH: 2 years: +0 %: 30 mins: Winter	Pipe	MH2	CS1	101.675	100.569	0.089	20.404	1.5	0.31	21.5	OK

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Connections Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 200 years: Increase Rainfall (%): +41: Critical Storm Per Item: Rank By: Max. Flow

Connection	Storm Event	Connection Type	From	To	Upstream Cover Level (m)	Max. US Water Level (m)	Max. Flow Depth (m)	Discharge Volume (m³)	Max. Velocity (m/s)	Flow / Capacity	Max. Flow (L/s)	Status
P7	FEH: 200 years: +41 %: 960 mins: Winter	Pipe	CS1	MH3	101.290	101.105	0.023	256.276	1.3	0.01	3.3	Surcharged
P1	FEH: 200 years: +41 %: 15 mins: Winter	Pipe	PP1	MH1	102.643	102.224	0.150	30.745	2.0	1.55	35.2	Surcharged
P2	FEH: 200 years: +41 %: 15 mins: Winter	Pipe	MH1	MH2	102.342	101.657	0.150	30.712	2.0	1.36	35.9	Surcharged
P3	FEH: 200 years: +41 %: 15 mins: Winter	Pipe	PP2	MH2	101.660	101.141	0.150	35.555	2.1	1.05	37.1	Surcharged
P4	FEH: 200 years: +41 %: 15 mins: Winter	Pipe	MH2	CS1	101.675	100.792	0.225	66.092	1.8	1.05	73.3	Surcharged

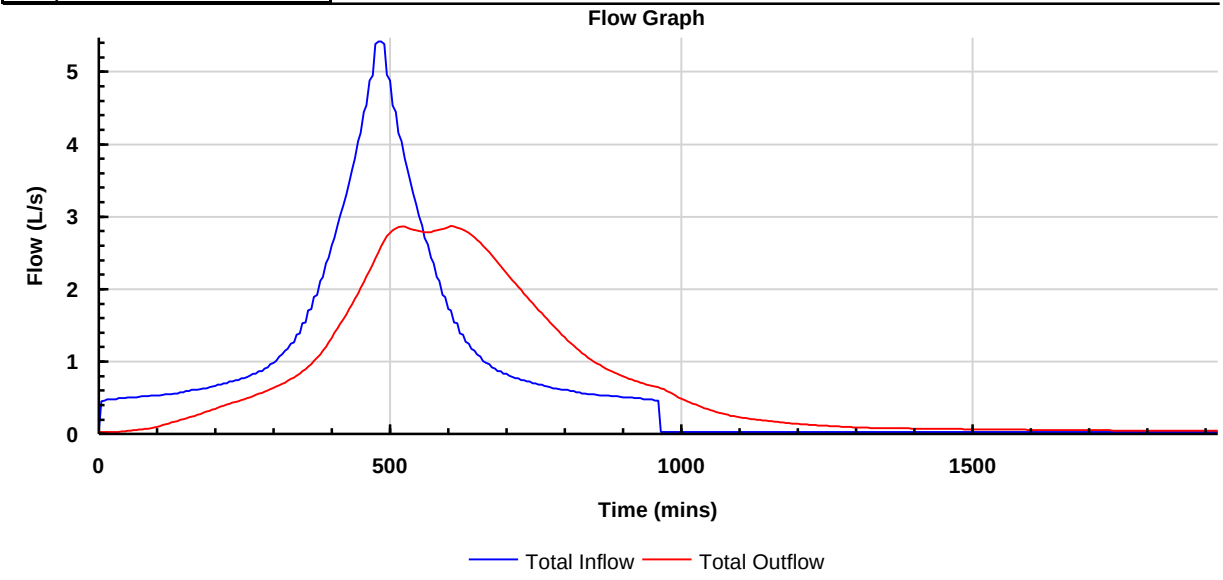
Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Phase Management Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

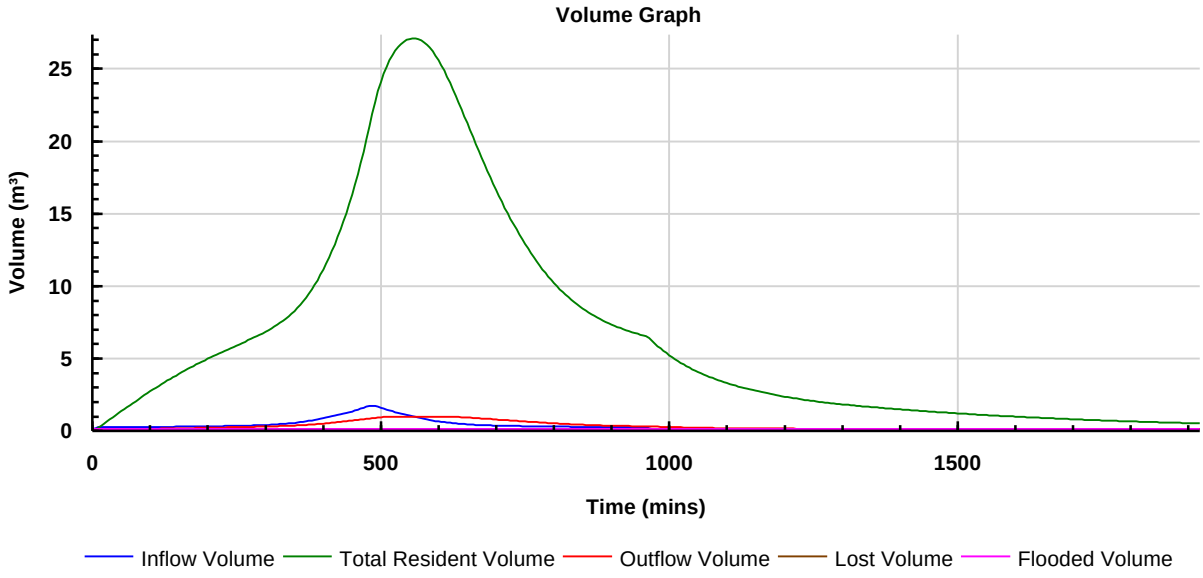
Design
FEH: 2 years: Increase Rainfall (%): +0: 960 mins: Summer

Tables

Name	Max. Inflow (L/s)	Total Inflow Volume (m³)	Max. Outflow (L/s)	Total Outflow Volume (m³)
MH3			2.9	79.094
TOTAL	5.4	79.618	2.9	79.094

Graphs





Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Phase Management Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

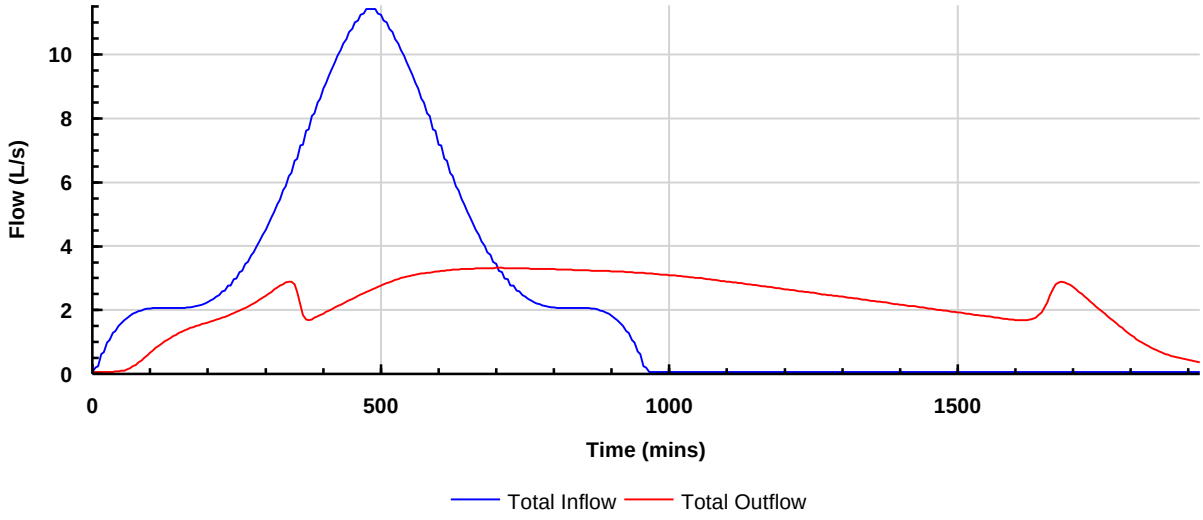
Design
FEH: 200 years: Increase Rainfall (%): +41: 960 mins: Winter

Tables

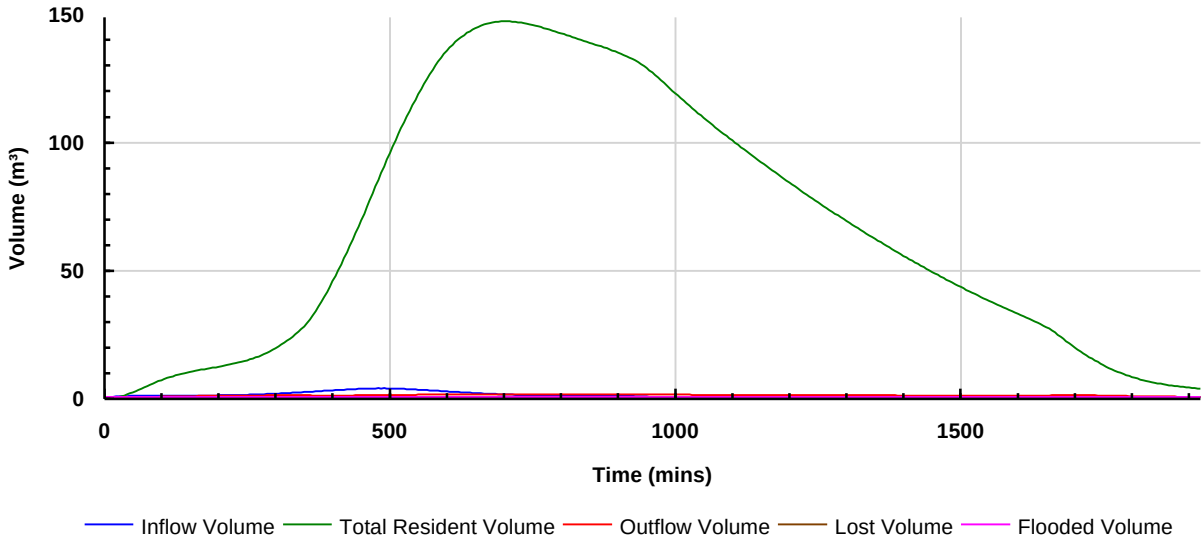
Name	Max. Inflow (L/s)	Total Inflow Volume (m³)	Max. Outflow (L/s)	Total Outflow Volume (m³)
MH3			3.3	256.276
TOTAL	11.4	260.264	3.3	256.276

Graphs

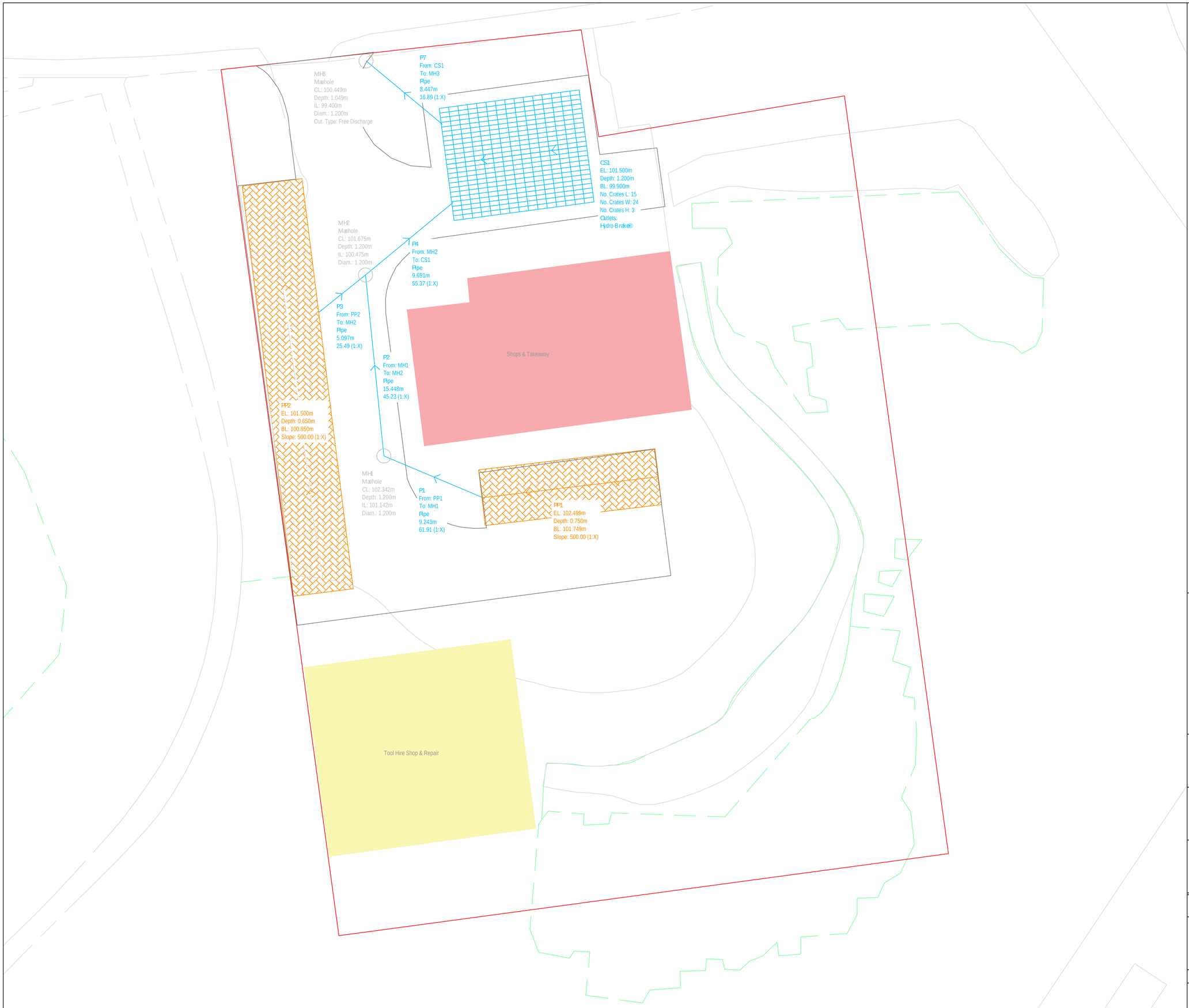
Flow Graph



Volume Graph



Appendix F: Drainage Strategy



NOT FOR CONSTRUCTION

LEGEND

- Surface Water Pipe
- Surface Water Manhole
- Cellular Storage
- Permeable Paving

ECOHYDROLOGY LIMITED

2/3 48 West George Street
Glasgow
G2 1BP
+44 (0) 141 2660671

info@ecohydrology.co.uk
www.ecohydrology.co.uk

Rubble Shift Ltd

Proposed Development at Southfield Avenue Port Glasgow

Drainage Strategy

Scale: NOT TO SCALE	Drawn:	D Lear	30/10/2024
	Designed:	D Lear	30/10/2024
	Checked:	D Swinbanks	04/11/2024
	Approved:	D Lear	04/11/2024

Digital File Name: EH00013-00-00-DR-C-0100

Drawing No.	Revision:	Sheet No.	Status:
EH00013-100	P01	1 of 1	DRAFT

EcoHydrology
ENVIRONMENTAL CONSULTANTS

Southfield Avenue, Port Glasgow

Drainage Assessment

EH00013 | 01

11/11/2024

Rubble Shift Ltd

Project No:	EH00013
Document Title:	Drainage Assessment
Revision:	01
Document Status:	Final
Date:	11/11/2024
Client Name:	Rubble Shift Ltd
Author:	Derwyn Lear MCIWEM C.WEM CEnv

EcoHydrology Limited
2/3 48 West George Street
Glasgow
G2 1BP

+44 (0) 141 2660671
info@ecohydrology.co.uk
www.ecohydrology.co.uk

Contents

1. Introduction

1.1 Remit

EcoHydrology Limited (EcoHydrology) were commissioned by Rubble Shift Ltd (the Client) to produce a Drainage Assessment in support of a planning application for proposed commercial units at Southfield Avenue, Port Glasgow (National Grid Reference (NGR) NS 33970 73475).

This report provides an assessment of potential increased surface water runoff and an estimation of storage requirements in accordance with local and national guidance. The objectives of the report are to ensure there is no deterioration of the water environment as a result of the proposed development.

EcoHydrology undertook a site walkover survey on the 30 October 2024 to inform this report. A photograph log of the site visit is provided within Appendix A. In accordance with Inverclyde Council Planning Guidance, a self-certification and independent check have been performed; signed certificates are provided within Appendix B.

1.2 Proposed Development

The proposed development will entail shops, a takeaway, a tool hire shop, car parking, access roads and yards within a previously developed site in the east of the settlement of Port Glasgow, Inverclyde. A drawing showing the proposed development layout is provided within Appendix C.

2. Policy and Guidance

2.1 Inverclyde Council Planning

The site is located within Inverclyde Council who have published Flood Risk Assessment and Surface Water Management Assessment: Planning Guidance for Developers (Inverclyde Council, 2024) which provides guidance on how to assess flood risk and undertake drainage assessments. Of importance to the proposed development, the Inverclyde Council guidance states the following:

> "IC Roads Dept. requires that a development site is not at risk of flooding from a 1:200-year return period storm event (including an allowance for climate change).
>
> The applicant should provide a drainage layout drawing showing the proposed drainage network and the location of discharge.
>
> The proposed discharge rate from a development site should be no greater than the lesser of: 1:2-year return period greenfield runoff rate or 4.5 l/s/ha of impermeable or positively drained area.
>
> Should the site be small and the application of the 4.5l/s/ha condition leads to a discharge rate of less than 3l/s, then IC would request that a Hydrobrake of minimum 75mm diameter is used which can pass ~3.0l/s at 1.0m head.
>
> The SWMP must confirm the volume of storage provided and confirm that the 1:30-year return period storm event (including an allowance for climate change) remains contained within the SuDS and drainage network. The SWMP must confirm that the 1:200-year return period storm event (including an allowance for climate change) remains on site and does not pose a flood risk to sensitive receptors.
>
> An independent check of the application will be required for all submitted assessments. This involves a separate organisation from the Designer undertaking an independent check of the submission."

2.2 Climate Change

SEPA's guidance on climate change allowances (SEPA, 2023) requires the inclusion of peak rainfall intensity allowances for drainage and flooding from watercourses where the catchment size is <30km2. The proposed development is located within the Clyde River Basin Region, and therefore a 41% allowance has been applied to the site drainage model.

3. Site Location and Description

The proposed development is located off Southfield Avenue, Port Glasgow. The site is brownfield and currently occupied by hardstanding, disturbed ground, rough scrub and grassland. The site is bounded by Southfield Avenue and residential properties to the north, amenity grassland to the west, rough grassland to the south and residential properties to the east. The site is predominantly flat where development is proposed, with steep slopes and a 7m cut face within bedrock to the east and south, indicative of previous quarrying activities on the site.

The site currently drains northwards towards Southfield Avenue. There are no open flowing watercourses or water bodies within or near to the site, with the nearest open watercourse on OS mapping shown to be over 800m to the east. During the site visit, a manhole was observed within the site boundary which is likely indicative of a drainage system associated with the previous uses of the site, otherwise no existing drainage measures were observed. A kerb and gully road drainage system was observed along Southfield Avenue, whilst Scottish Water plans (Appendix D) indicate there to be surface water and combined sewers along Southfield Avenue. There is also a Scottish Water mains indicated to be directly west of the development boundary and along Southfield Avenue.

Historic mapping (National Library of Scotland) indicates that the site was undeveloped during the 1800s, although a road was present directly to the west and a quarry was present directly to the south. A quarry is indicated to be present within the site between 1945 and 1965. On mapping dated between 1944 and 1973, the quarry area within the site boundary is noted as a 'refuse tip', whilst the road to the west is observed to have been removed. This occurs during a period where there is a significant expansion in housing and urban development within the surrounding area. More recently, aerial mapping indicates a building within the footprint of the former quarry since at least 2002, which was a social club. This building was destroyed in 2017 and since then aerials would suggest the site has been used for car parking and as a yard.

British Geological Survey (BGS) mapping indicates the site to be underlain by the igneous Strathgryfe Lava Member bedrock formation with glacial till, however site observations have indicated any glacial till will have been removed as a result of the previous quarrying. The underlying geology will be low permeability with limited infiltration potential. There is also likely to be made ground underlying the site, due to historic development and likely infilling of the former quarry when it was a refuse tip.

4. Drainage Assessment

4.1 Existing Drainage

The site is predominantly impermeable hardstanding with possibly some dilapidated drainage associated with the former social club. Surface water runoff from the site will currently follow existing topography and discharge directly to Southfield Avenue where it would be collected by the existing road drainage network or flow westwards.

Using the Modified Rational Method based upon the 0.262Ha impermeable area, and rainfall intensity for a 6 hour duration event, the existing (brownfield) 1 in 2-year runoff rate is estimated to be 3.2l/s, and the existing 1 in 200-year runoff rate plus climate change runoff rate is estimated to be 27.2l/s.

4.2 Proposed Discharge Rate

The total catchment area has been estimated to be 0.262Ha with the greenfield 1 in 2-year event estimated to be 3.3l/s adopting the ICP SUDS methodology. This is below the 1.2l/s estimated using the 4.5l/s/Ha ratio required under Inverclyde Council guidance, however adoption of such a low discharge rate has been determined to result in an orifice size below 75mm which would be contrary to Inverclyde Council and Scottish Water guidance due to the risk of blockage. Therefore, a restricted discharge rate of 3.3l/s has been adopted as the lowest flow achievable whilst maintaining the minimum orifice size with a vortex flow control. It is highlighted that this will provide significant betterment given the site is currently brownfield and unattenuated.

4.3 Proposed SuDS

The proposed drainage strategy for the development includes permeable block paving of the car parking areas and geo-cellular attenuation crates below the hardstanding areas. The proposed design layout demonstrating the proposed surface water management techniques is included in Appendix F.

The porous block paving will provide treatment of surface water runoff from the trafficked areas of the development via filtration whilst the void ratio within the subbase will provide storage of surface water from areas of new roof runoff. This will treat and attenuate surface water close to source, whilst also reducing the need for gullies and piped drainage improving the maintenance regime. The cellular attenuation crates will provide the required attenuated storage volume, collecting all site runoff prior to discharge.

Adoption of above ground SuDS that provide greater biodiversity and amenity benefits have been discounted due spatial constraints and the brownfield nature of the site. The proposed drainage components have been sized to fully accommodate the 1 in 200-year plus 41% allowance for climate change in accordance with Inverclyde Council guidance, as demonstrated within the drainage model report within Appendix E.

4.4 Outfall Location

It is considered that infiltration is not a feasible option at this stage due to the brownfield nature of the site, existing hardstanding and the likely presence of made ground, noting the previous use of the site as a refuse tip. This should be confirmed at detailed design stage and prior to construction through the undertaking of ground investigations. Discharge to surface water is not an option as the nearest watercourse is over 800m from the site. There is a Scottish Water surface water sewer located approximately 60m from the site boundary on Southfield Avenue and this is considered to be the preferred option as the levels currently permit an outfall to this manhole and this avoids the need to connect with a combined sewer, which would be contrary to Inverclyde Council guidance, Scottish Water policy and NPF4.

A Pre Development Enquiry (PDE) regarding the drainage strategy has been submitted to Scottish Water and a response is pending.

4.5 Water Quality Assessment

The Simple Index Approach (SIA) has been used to determine the suitability of the proposed SuDS in line the SuDS Manual (CIRIA, 2015). The water quality assessment results for the proposed SuDS components in relation to the development land uses are outlined in Table 1 below.

Table 1: Water Quality Assessment

Land Use / SuDS Component	Total Suspended Solids (TSS)	Metals	Hydrocarbons
Land use: Standard commercial yard or delivery area	0.7	0.6	0.7

Land Use / SuDS Component	Total Suspended Solids (TSS)	Metals	Hydrocarbons
SuDS component: Pervious pavement (where the pavement is not designed as an infiltration component)	0.7	0.6	0.7
Sufficiency of Pollution Mitigation Indices	Sufficient	Sufficient	Sufficient

4.6 Overland Flow Routes

Overland flow routes pre-development and post-development will remain unchanged due to position of the proposed drainage components in accordance with the existing site topography, as shown in Appendix F. The full 1 in 200-year event plus climate change event would be contained within the drainage system, therefore there will be no overland flows generated during this event. Cut-off drains or other interception measures are not considered necessary above the site due to slight mounding above the cut rock face which would naturally divert any upslope overland flows away from the development.

4.7 Maintenance and Vesting

The proposed drainage within the site boundary will remain private and therefore the responsibility for these will be with the site owner. A suitably qualified management company should be appointed by the site owner to undertake the required maintenance activities for the drainage system throughout the lifetime of the proposed development.

All drainage systems require regular maintenance in order to ensure they are effective and operational. The maintenance of the drainage systems should be undertaken on a regular basis, alongside other maintenance tasks. Each element of the drainage system will have its own specific maintenance regime and frequency. An Operation and Maintenance Plan should be in place prior to occupation; high-level maintenance guidance for permeable pavements and cellular storage can be found within the SuDS Manual Chapters 20 and 21 (CIRIA, 2015).

Manufacturer specific products, such as flow controls and treatment devices, will be determined at construction stage. The specific products will have their own maintenance guidance which should be included in the Operation and Maintenance Plan.

4.8 Foul Water Requirements

A new foul water connection is assumed to be required for the proposed development. There is an existing Scottish Water combined sewer on Southfield Avenue which runs from east to west (Appendix D). It is proposed that foul water generated will be collected in a piped system and connected to this combined sewer. There may be an existing connection within the site boundary, associated with the former social club, which could be brought back into operation. A summary of the estimated post development foul flows is provided in Table 2 below.

Table 1: Foul Water Flows

Type	Flow Per Persons (l/d)	Persons	Total Flow Per Day (l/d)	Average Flow (l/s)	Peak Flow (l/s) (2.5 Factor)
Industrial - without canteen (shops)	50	8	400	0.005	0.012
Industrial - without canteen (tool hire)	50	4	200	0.002	0.006
Industrial - with canteen (takeaway)	100	4	400	0.005	0.012
		Total	1000	0.012	0.029

5. Summary

The proposed development site is currently brownfield and impermeable, discharging unattenuated runoff onto Southfield Avenue. A drainage strategy (Appendix F) has been developed for the site that will restrict all site runoff up to and including the 1 in 200-year plus 41% allowance for climate change to 3.3l/s, which is the minimum achievable discharge rate whilst ensuring a minimum orifice size above 75mm diameter. This is equivalent to the estimated 1 in 2-year greenfield runoff rate for the equivalent catchment area and will provide an 88% betterment during the 1 in 200-year plus climate change 6 hour event, comparative to the equivalent existing site runoff rates.

The drainage strategy will incorporate permeable paving and cellular storage crates that have been sized to fully accommodate the 1 in 200-year plus climate change event with no flooding. The drainage network will connect with an existing Scottish Water surface water sewer manhole on Southfield Avenue. A new foul water connection to a combined sewer manhole on Southfield Avenue is proposed, though any existing connection associated with a former social club on the site may also be usable subject to appropriate investigations.

The drainage assessment has demonstrated that SuDS are achievable given the development proposals and land available. A detailed drainage design following the principles set out within this drainage assessment will be submitted to Inverclyde Council for approval prior to construction.

References

CIRIA (2015). CIRIA C753 The SuDS Manual. Available at: http://www.scotsnet.org.uk/documents/NRDG/CIRIA-report-C753-the-SuDS-manual-v6.pdf

Inverclyde Council (2024). Flood Risk Assessment and Surface Water Management Assessment: Planning Guidance for Developers. Available online at: https://www.inverclyde.gov.uk/assets/attach/17040/Flood-Risk-Assessment-and-Surface-Water-Management-Assessment-March-2024.pdf

SEPA (2018). Flood Risk and Land Use Vulnerability Guidance. Available online at: https://www.sepa.org.uk/media/143416/land-use-vulnerability-guidance.pdf

SEPA (2022). Technical Flood Risk Guidance for Stakeholders- SEPA requirements for undertaking a Flood Risk Assessment. Available online at: https://www.sepa.org.uk/media/162602/ss-nfr-p-002-technical-flood-risk-guidance-for-stakeholders.pdf

SEPA (2023) Climate change allowances for flood risk assessment in land use planning. Available online at: https://www.sepa.org.uk/media/gq3c2xyb/climate-change-allowances-guidance-v4-final_nov23.pdf

Appendix A: Site Photographs

Photograph 1: Looking east from within the development site.

Photograph 2: Looking south from within the development site.

Photograph 3: Manhole within the development site which may be a sewer connection associated with the former social club on the site.

Photograph 4: Looking north over the development site from above the former quarry cutting.

Photograph 5: Looking west along Southfield Avenue showing the proposed surface water sewer manhole connection.

Photograph 6: Looking towards the site and the proposed site entrance.

Appendix B: Certification

CERTIFICATE A1 – SELF CERTIFICATION (DESIGNER)

1 We certify that reasonable professional skill and care has been used in the preparation and checking of the Surface Water Management Plan / ~~Flood Risk Assessment~~ (*delete as appropriate)* for the development SOUTHFIELD AVENUE With a view to securing that: -

a. It has been designed and checked in accordance with the most recent Inverclyde Council Flood Prevention Requirements

b. It has been checked for compliance with the relevant standards in point a. above

c. Details of the ground investigation and the attached interpretative report demonstrating that any soakaways provided are compliant (delete as appropriate)

d. The required Professional Indemnity Insurance* is maintained per 6.7 of this document

e. It has been accurately translated into drawings and documents submitted alongside the planning application (all of which have been checked). The unique numbers and revisions of these drawings are: -

EH00013 SOUTHFIELD DRAINAGE ASSESSMENT

.....

.....

.....

2

Signed [redacted]

Name Derwyn Lear

Professional Qualifications[1] MCIWEM C.WEM CEnv

Principal of Organisation responsible for the design

Position Held Director

Name of Organisation EcoHydrology Limited

Date 01/11/2024

1 - The senior member of staff must be a Chartered Professional with either the Institution of Civil Engineers (ICE) or the Chartered Institution of Water and Environmental Management (CIWEM).

*Please attach appropriate evidence of Professional Indemnity Insurance

CERTIFICATE B1 – INDEPENDENT CHECK DECLARATION

1 We certify that reasonable professional skill and care has been used in the checking of the Surface Water Management Plan (delete as appropriate) for the development at SOUTHFIELD AVENUE with a view to securing that:-

a. It has been designed and checked in accordance with the most recent Inverclyde Council Flood Prevention Requirements

b. It has been checked for compliance with the relevant standards in a.

c. Details of the ground investigation and the attached interpretative report demonstrating that any soakaways provided are compliant (delete as appropriate)

d. It has been accurately translated into drawings and documents submitted alongside the planning application (all of which have been checked). The unique numbers and revisions of these drawings are: -

EH00013 SOUTHFIELD DRAINAGE ASSESSMENT

.....

.....

.....

2

Signed [redacted]

Name Daniel Cook

Professional Qualifications[1] BSc MSc C.WEM MCIWEM

Principal of Organisation responsible for the design

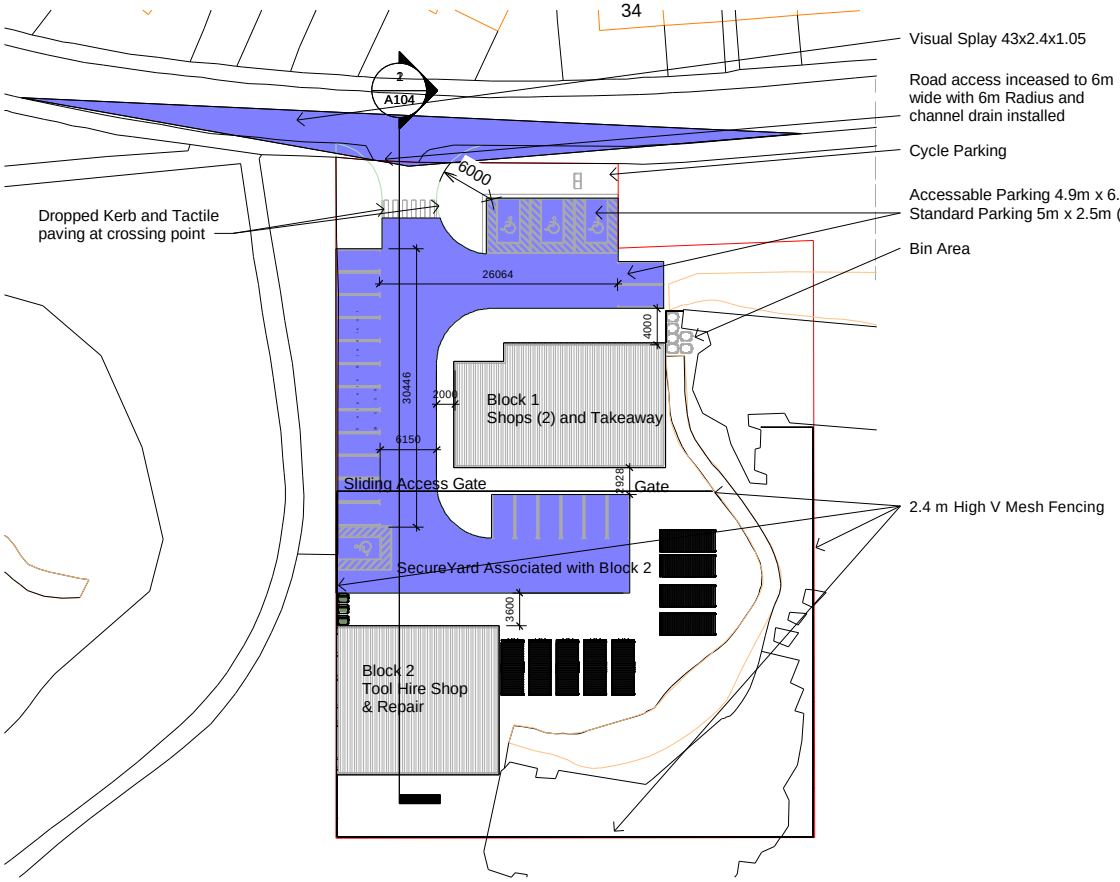
Position Held Principal Flood Risk Consultant

Name of Organisation Aegaea

Date 08/11/2024

1 - The senior member of staff must be a Chartered Professional with either the Institution of Civil Engineers (ICE) or the Chartered Institution of Water and Environmental Management (CIWEM).

Appendix C: Proposed Development



1 Site Roads

1 : 500

1 : 1

0 10 20 50 100mm

No.	Description	Date

www.autodesk.com/revit

CODE	STATUS	SUITABILITY DESCRIPTION	PURPOSE OF ISSUE

PROJECT: Southfield

SHEET: Site 002

CLIENT: Owner

Date	Project number	Scale (@ A3)
28/09/24	Project Number	1 : 500

Drawn by: DD

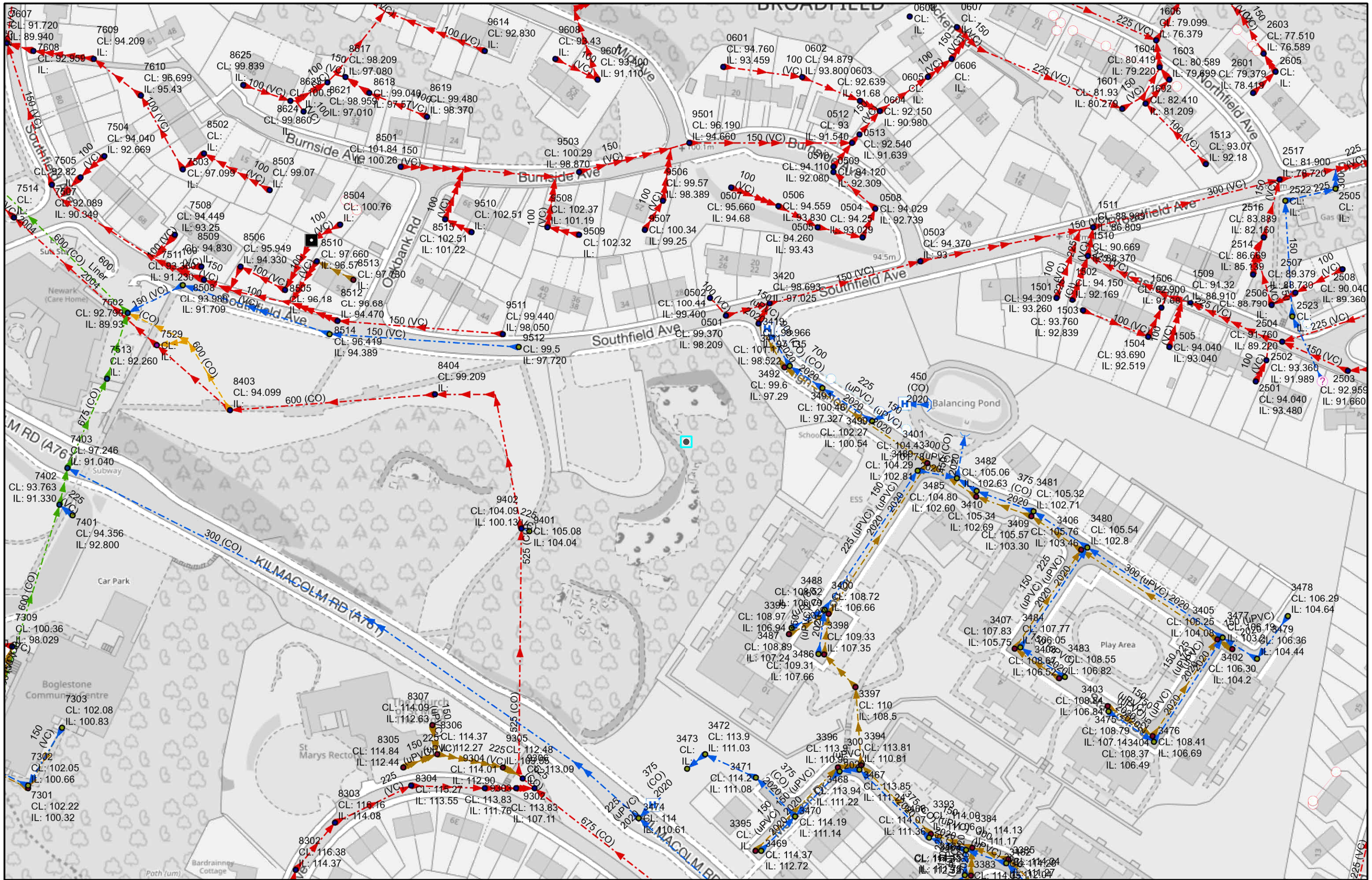
Checked by: DD

DRWAING NUMBER: A101

REV:

28/09/2024 19:58:45

Appendix D: Scottish Water Plans



Warning! Damaging a large diameter trunk main (12"/300mm and above) can result in loss of life and major water supply and water quality problems. If you're planning any extension work in the vicinity of any large diameter mains shown on our maps, you must contact Scottish Water to arrange a site visit 08000 778 778 WELL IN ADVANCE OF THE WORKS.

Plotted By: duncan@cornerstoneprojects.co.uk

The representation of physical assets and the boundaries of areas in which Scottish Water and others have an interest does not necessarily imply their true positions. For further details contact the appropriate District office.

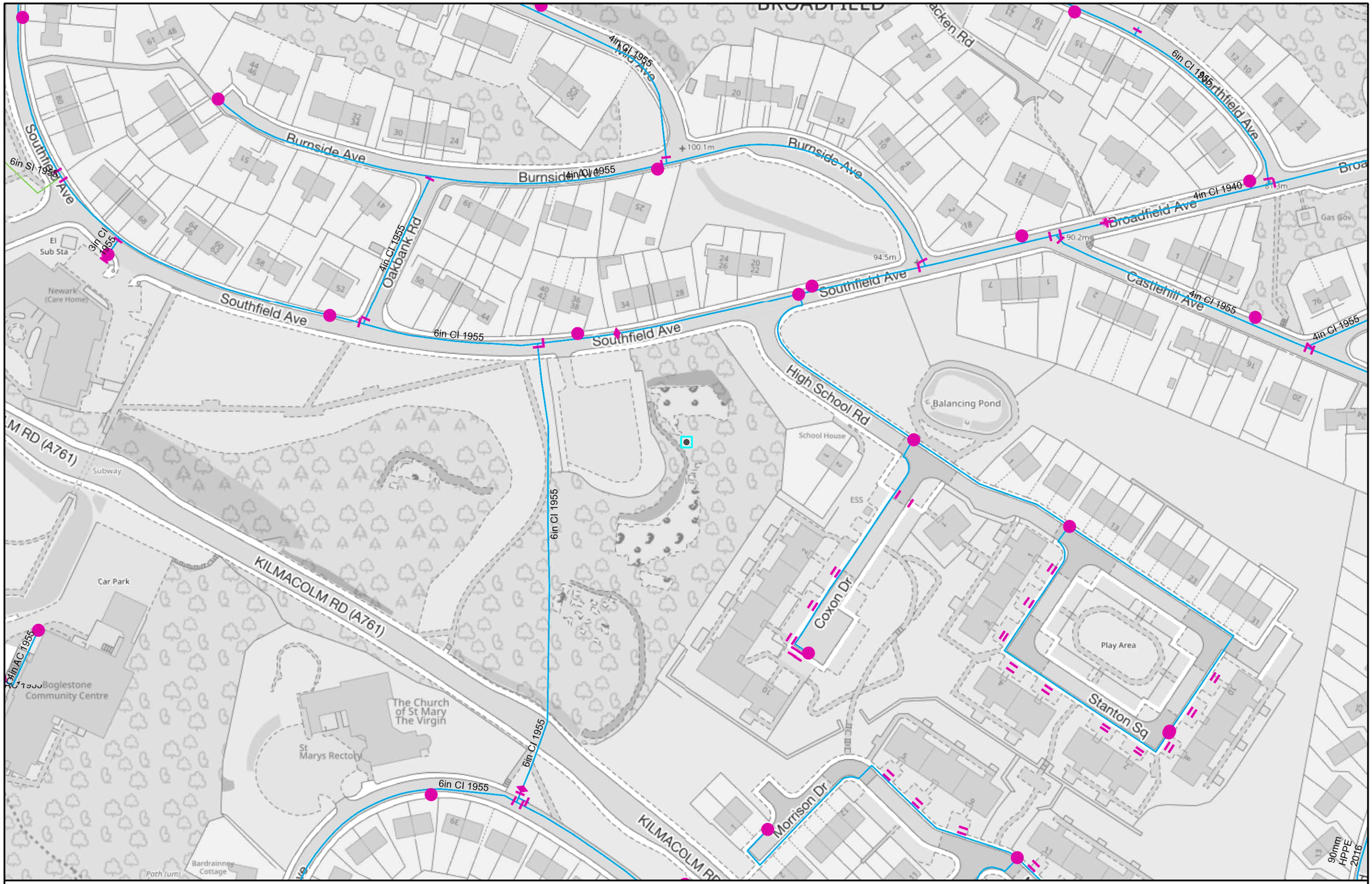
Date: 22/10/2024

EH00013 waste

0 5 10 20 Meters

SCALE: 1:1,323

Scottish Water
Trusted to serve Scotland
The Bridge
6 Buchanan Gate
Steps
Glasgow
G33 6FB
Tel No: 08000 778 778



Warning! Damaging a large diameter trunk main (12"/300mm and above) can result in loss of life and major water supply and water quality problems. If you're planning any extension work in the vicinity of any large diameter mains shown on our maps, you must contact Scottish Water to arrange a site visit 08000 778 778 WELL IN ADVANCE OF THE WORKS.

Plotted By: duncan@cornerstoneprojects.co.uk

The representation of physical assets and the boundaries of areas in which Scottish Water and others have an interest does not necessarily imply their true positions. For further details contact the appropriate District office.

Date: 22/10/2024

EH00013 water

0 5 10 20 Meters

SCALE: 1:1,323

Scottish Water
Trusted to serve Scotland
The Bridge
6 Buchanan Gate
Stepps
Glasgow
G33 6FB
Tel No: 08000 778 778

Scottish Water Asset

Waste Water Network

Fittings

Access (Lateral)
- Abandoned
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)

Chamber
- Abandoned
- CSO
- Combined
- Foul
- Dual Manhole - Foul
- Dual Manhole - Surface
- Isolated
- Natural Water
- Not Applicable
- Other
- Planned
- Proposed
- Surface Water
- Trade Effluent
- Treated Effluent
- Unknown
- Unknown_

Combined Sewer Overflow
- CSO-COMB SEW O/FL

Balancing Pond

Basin

Bifurcation Chamber
- Abandoned
- Combined (C)
- Foul (F)
- Isolated
- Planned
- Proposed
- Surface Water (S)
- Unknown

Sewerage Air Valve
- Combined (C)
- Isolated
- Abandoned
- CSO (O)
- Foul (F)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Buchan Trap
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown(Z)

Capped End
- Abandoned
- Accepted
- Adopted
- In Use
- Isolated
- Not Applicable
- Planned
- Proposed
- Removed
- Unknown

Hatchbox
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Hydraulic Control Chamber
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Planned
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Inlet
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown

Rodding Eye
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown
- Unknown(Z)

Non-return Valve
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown

Lamphole
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown

Outfall
- Planned
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown
- Unknown_

Pond

Trench

Sluice Valve
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)

Unknown End
- Abandoned
- Unknown End

Washout
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Wetland

Vent Column

Pipes

Gravity Pipe
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Gravity Pipe General

Gravity Pipe
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Gravity Pipe General

Connection (Lateral)
- Abandoned
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Connection (Lateral) General

Rising Main
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Rising Main General

Rising Main
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Rising Main General

Syphon
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Surface Water (S)
- Treated Effluent (E)

Scottish Water Asset Data

Water Network

Fittings

Valve

- Valve - Abandoned
- Valve

Pressure Management Valve

- Abandoned
- Adopted
- Isolated
- Pressure Reducing
- Pressure Relief
- Pressure Sustaining
- Proposed
- Removed
- Unknown

Hydrant

- Abandoned
- Adopted
- Ball
- Fire
- Isolated
- Proposed
- Removed
- Shipping
- Unknown
- Washout

Stop Cock

- Abandoned
- Adopted
- In Use
- Isolated
- Proposed
- Removed
- Unknown

Boundary Box

End Cap

- Abandoned
- Adopted
- In Use
- Isolated
- Proposed
- Removed
- Unknown

Air Shaft

- Abandoned
- Adopted
- Isolated
- Pipe
- Proposed
- Removed
- Shaft
- Unknown

Air Valve

- AV
- Abandoned
- Adopted
- Air Cock
- DAV
- HAV
- Isolated
- Proposed
- Removed
- SAV
- TAV
- Unknown

Blank Tee

- Abandoned
- Adopted
- Flanged Plate
- Isolated
- Other
- Other_
- Proposed
- Removed
- Unknown

Chamber Box

- Abandoned
- Access Chamber
- Adopted
- Danelaw Box
- General
- Isolated
- Lucy Box
- Other
- Proposed
- Removed
- Swabbing
- Unknown

Collecting Chamber

Discharge Point

- Buchan Trap
- Isolated
- New Subtype
- Other
- Proposed
- Proudfoot Box
- Removed
- Undefined Scour Point
- Unknown
- Unknown End

Pressure Monitoring Point

Swab Chamber

- Abandoned
- Adopted
- Hatch Box
- Isolated
- Joint
- Proposed
- Removed
- T and Blank Plate
- Unknown

Wet Chamber

Pipes

Main - Water Distribution Public

- Abandoned, Public
- Adopted, Public
- Bypass, Public
- Distribution, Public
- Drain, Public
- Fire, Public
- Isolated, Public
- Overflow, Public
- Proposed, Public
- Removed, Public
- Sludge, Public
- Trunk, Public
- Washout, Public

Main - Water Distribution

Main - Water Distribution Private

- Abandoned, Private
- Abandoned, Private (Operated by Scottish Water)
- Adopted, Private
- Bypass, Private
- Distribution, Private
- Distribution, Private (Operated by Scottish Water)
- Drain, Private
- Fire, Private
- Fire, Private (Operated by Scottish Water)
- Isolated, Private
- Overflow, Private
- Overflow, Private (Operated by Scottish Water)
- Proposed, Private
- Proposed, Private (Operated by Scottish Water)
- Removed, Private
- Sludge, Private
- Sludge, Private (Operated by Scottish Water)
- Trunk, Private
- Washout, Private
- Washout, Private (Operated by Scottish Water)

Service Pipe

- Abandoned
- Communication
- Communication - Fire Connection
- Isolated
- Proposed
- Removed
- Service
- Supply - Common
- Supply - Fire Main
- Supply - Single
- Service Pipe General

Main - Raw Water

- Abandoned
- Isolated
- Overflow
- Proposed
- Raw Supply
- Removed
- Syphon
- Washout
- Main - Raw Water General

Aqueduct

- Abandoned
- Aqueduct
- Tunnel - Aqueduct
- Viaduct
- Aquaduct General

Please note the plans provided by Scottish Water Horizons (SWH) or Scottish Water (SW) are subject to the following conditions:

a) SWH/SW do not warrant the accuracy of the data or its fitness for the Customer or End Users purpose.

b) SWH/SW will not accept any liability due to any loss, damage, injury or any other occurrence arising from the Customer or End User's use of the Utility Search Report.

c) SWH/SW do not guarantee the information contained within the Utility Search Report to be complete or up to date due to the continual development of utility networks and the time taken to update records of the same.

91 Market Street Hoylake Wirral CH47 5AA
Tel. 0151 632 5142
enquiries@cornerstoneprojects.co.uk
www.cornerstoneprojects.co.uk
VAT Reg. No. 851 4941 19
Company No. 5132353

Appendix E: Drainage Model Report

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Inflows Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

C1

Type : Catchment Area

Area (ha)	0.104

Dynamic Sizing

Runoff Method	Time of Concentration
Summer Volumetric Runoff	0.750
Winter Volumetric Runoff	0.840
Time of Concentration (mins)	5
Percentage Impervious (%)	100

C2

Type : Catchment Area

Area (ha)	0.124

Dynamic Sizing

Runoff Method	Time of Concentration
Summer Volumetric Runoff	0.750
Winter Volumetric Runoff	0.840
Time of Concentration (mins)	5
Percentage Impervious (%)	100

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Junctions Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Name	Junction Type	Easting (m)	Northing (m)	Cover Level (m)	Depth (m)	Invert Level (m)	Chamber Shape	Diameter (m)
MH3	Manhole	233949.680	673509.559	100.449	1.049	99.400	Circular	1.200
MH1	Manhole	233951.198	673476.011	102.342	1.200	101.142	Circular	1.200
MH2	Manhole	233949.635	673491.380	101.675	1.200	100.475	Circular	1.200

Name	Lock
MH3	None
MH1	None
MH2	None

Inlets

Junction	Inlet Name	Incoming Item(s)	Bypass Destination	Capacity Type
MH3	Inlet	P7	(None)	No Restriction
MH1	Inlet	P1	(None)	No Restriction
MH2	Inlet	P2	(None)	No Restriction
	Inlet (1)	P3	(None)	No Restriction

Outlets

Junction	Outlet Name	Outgoing Connection	Outlet Type
MH1	Outlet	P2	Free Discharge
MH2	Outlet	P4	Free Discharge

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Stormwater Controls Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

PP2

Type : Porous Paving

Dimensions

Exceedance Level (m)	101.500
Depth (m)	0.650
Base Level (m)	100.850
Paving Layer Depth (mm)	130
Membrane Percolation (m/hr)	3.0
Porosity (%)	30
Length (m)	35.106
Long. Slope (1:X)	500.00
Width (m)	5.116
Total Volume (m³)	29.319

Under Drain

Height Above Base (m)	0.000
Diameter (mm)	150
No. of Barrels	3
Release Height (m)	0.000
Friction Scheme	Manning's n
n	0.015

Inlets

Inlet

Inlet Type	Lateral Inflow
Incoming Item(s)	C2
Bypass Destination	(None)
Capacity Type	No Restriction

Outlets

Outlet (1)

Outgoing Connection	P3
Outlet Type	Free Discharge

Advanced

Conductivity (m/hr)	200.0

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Stormwater Controls Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

PP1

Type : Porous Paving

Dimensions

Exceedance Level (m)	102.499
Depth (m)	0.750
Base Level (m)	101.749
Paving Layer Depth (mm)	130
Membrane Percolation (m/hr)	3.0
Porosity (%)	30
Length (m)	15.098
Long. Slope (1:X)	500.00
Width (m)	4.768
Total Volume (m³)	13.762

Under Drain

Height Above Base (m)	0.000
Diameter (mm)	150
No. of Barrels	2
Release Height (m)	0.000
Friction Scheme	Manning's n
n	0.015

Inlets

Inlet

Inlet Type	Lateral Inflow
Incoming Item(s)	C1
Bypass Destination	(None)
Capacity Type	No Restriction

Outlets

Outlet

Outgoing Connection	P1
Outlet Type	Free Discharge

Advanced

Conductivity (m/hr)	200.0

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Stormwater Controls Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

CS1

Type : Cellular Storage

Dimensions

Exceedance Level (m)	101.500
Depth (m)	1.200
Base Level (m)	99.900
Number of Crates Long	15
Number of Crates Wide	24
Number of Crates High	3
Porosity (%)	95
Crate Length (m)	0.8
Crate Width (m)	0.4
Crate Height (m)	0.4
Total Volume (m³)	131.728

Inlets

Inlet (2)

Inlet Type	Point Inflow
Incoming Item(s)	P4
Bypass Destination	(None)
Capacity Type	No Restriction

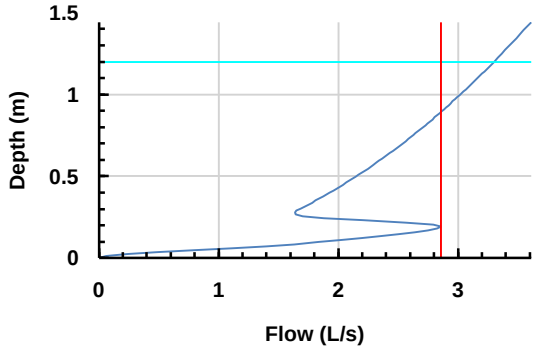
Outlets

Outlet

Outgoing Connection	P7
Outlet Type	Hydro-Brake®

Invert Level (m)	99.900
Design Depth (m)	1.200
Design Flow (L/s)	3.3
Objective	Minimise Upstream Storage Requirements
Application	Surface Water Only
Sump Available	☐

Unit Reference	CHE-0079-3300-1200-3300



Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Connections Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Name	Length (m)	Connection Type	Slope (1:X)	Manning's n	Colebrook-White Roughness (mm)	Diameter / Base Width (mm)	Upstream Cover Level (m)	Upstream Invert Level (m)
P7	8.447	Pipe	16.894		0.6	300	101.290	99.900
P1	9.243	Pipe	61.913		0.6	150	102.643	101.749
P2	15.448	Pipe	45.230		0.6	150	102.342	101.142
P3	5.097	Pipe	25.485		0.6	150	101.660	100.850
P4	9.691	Pipe	55.373		0.6	225	101.675	100.475

Name	Downstream Cover Level (m)	Downstream Invert Level (m)	Part Family	Lock	Flow Restriction (L/s)
P7	100.449	99.400		Levels	0.0
P1	102.342	101.600		Levels	
P2	101.675	100.800		Levels	
P3	101.675	100.650		Levels	
P4	101.548	100.300		Levels	

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Manhole Schedule Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Name	Cover Level (m) Invert Level (m)	Manhole Size (m)	Connection Details				Type
Coordinates (m)	Depth (m)		Incoming Connections	Connection Type	Connection Invert (m)	Connection Size (mm)	Junction Type
			Outgoing Connections				Cover
MH3	100.449 99.400	Diameter / Length: 1.200	{1} P7	Pipe	99.400	Diam/Width:300	Manhole
E:233949.680 N:673509.559	1.049						
							Not Applicable
MH1	102.342 101.142	Diameter / Length: 1.200	{1} P1	Pipe	101.600	Diam/Width:150	Manhole
E:233951.198 N:673476.011	1.200						
			{a} P2	Pipe	101.142	Diam/Width:150	Not Applicable
MH2	101.675 100.475	Diameter / Length: 1.200	{1} P2	Pipe	100.800	Diam/Width:150	Manhole
E:233949.635 N:673491.380	1.200		{2} P3	Pipe	100.650	Diam/Width:150	
			{a} P4	Pipe	100.475	Diam/Width:225	Not Applicable

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Inflow Summary Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Inflow Label	Connected To	Flow (L/s)	Runoff Method	Area (ha)	Percentage Impervious (%)	Urban Creep (%)	Adjusted Percentage Impervious (%)	Area Analysed (ha)
C1	PP1		Time of Concentration	0.104	100	0	100	0.104
C2	PP2		Time of Concentration	0.124	100	0	100	0.124
TOTAL		**0.0**		**0.229**				**0.229**

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Network Design Criteria Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Flow Options

Peak Flow Calculation	(UK) Modified Rational Method
Min. Time of Entry (mins)	5
Max. Travel Time (mins)	30

FEH

Type: FEH

Site Location	GB 233967 673484 NS 33967 73484
Return Period (years)	2.0
Rainfall Version	2022

Pipe Options

Lock Slope Options	None
Design Options	Minimise Excavation
Design Level	Level Inverts
Min. Cover Depth (m)	1.200
Min. Slope (1:X)	500.00
Max. Slope (1:X)	40.00
Min. Velocity (m/s)	0.75
Max. Velocity (m/s)	3.0
Use Flow Restriction	☐
Reduce Channel Depths	☑

Pipe Size Library

Default

Add. Increment (mm)	75
Max. Diameter (mm)	0

Diameter (mm)	Min. Slope (1:X)	Max. Slope (1:X)
100	0.00	0.00
150	0.00	0.00

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Network Design Criteria Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Manhole Options

Apply Offset	☐

Manhole Size Library

Default

Diameter / Width

Connection (mm)	Diameter / Length (m)	Width (m)
0	1.200	0.000
375	1.350	0.000
500	1.500	0.000
750	1.800	0.000

Additional Sizing

Connection (mm)	900
Diameter / Length (m)	0.900
Width (m)	0.000

Depth

Depth (m)	Diameter / Length (m)	Width (m)
0.000	1.050	0.000
1.500	1.200	0.000

Access

Depth (m)	Ladder Protrusion (mm)
0.000	130
3.000	230

Benching Requirements

Landing Width (mm)	500
Benching Width (mm)	225

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Outfall Details Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

Outfalls

Outfall	Outfall Type	Fixed Surcharged Level (m)	Level Curve
MH3	Free Discharge		

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Title:	Company Address:		
Rainfall Analysis Criteria	2/3 48 West George Street Glasgow G2 1BP		

Runoff Type	Dynamic
Output Interval (mins)	5
Time Step	Default
Urban Creep	Apply Global Value
Urban Creep Global Value (%)	0
Junction Flood Risk Margin (mm)	0
Perform No Discharge Analysis	☐

Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Title:	Company Address:		
UK and Ireland Rural Runoff Calculator	2/3 48 West George Street Glasgow G2 1BP		

ICP SUDS / IH 124

Details

Method	ICP SUDS
Area (ha)	0.262
SAAR (mm)	1709.0
Soil	0.47
Region	Region 2
Urban	0
Return Period (years)	2

Results

Region	QBAR Rural (L/s)	QBAR Urban (L/s)	Q 2 (years) (L/s)	Q 1 (years) (L/s)	Q 30 (years) (L/s)	Q 100 (years) (L/s)
Region 2	3.6	3.6	3.3	3.1	6.8	9.5

Greenfield Volume

FSR

Details

Region	Scotland And Ireland
M5-60 (mm)	16.0
Ratio R	0.233
Area (ha)	0.262
SAAR (mm)	1727.0
CWI	125.513
Urban 1990	0
Areal Reduction Factor	1.00
SPR	53
Storm Duration (mins)	360
Return Period (years)	200

Results

PR%	57.82
Greenfield Runoff Volume (m^3)	103.703

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Inflows Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 2 years: Increase Rainfall (%): +0: Critical Storm Per Item: Rank By: Max. Inflow

Inflow	Storm Event	Inflow Area (ha)	Max. Inflow (L/s)	Total Inflow Volume (m^3)
C1	FEH: 2 years: +0 %: 15 mins: Winter	0.10	15.0	6.930
C2	FEH: 2 years: +0 %: 15 mins: Winter	0.12	17.8	8.237

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Inflows Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 200 years: Increase Rainfall (%): +41: Critical Storm Per Item: Rank By: Max. Inflow

Inflow	Storm Event	Inflow Area (ha)	Max. Inflow (L/s)	Total Inflow Volume (m^3)
C1	FEH: 200 years: +41 %: 15 mins: Winter	0.10	67.0	31.072
C2	FEH: 200 years: +41 %: 15 mins: Winter	0.12	79.5	36.907

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Junctions Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 2 years: Increase Rainfall (%): +0: Critical Storm Per Item: Rank By: Max. Depth

Junction	Storm Event	Cover Level (m)	Invert Level (m)	Max. Level (m)	Max. Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m^3)	Max. Flooded Volume (m^3)	Max. Outflow (L/s)	Total Discharge Volume (m^3)	Status
MH3	FEH: 2 years: +0 %: 960 mins: Summer	100.449	99.400	99.422	0.022	2.9	0.000	0.000	2.9	79.094	OK
MH1	FEH: 2 years: +0 %: 15 mins: Winter	102.342	101.142	101.211	0.070	11.1	0.079	0.000	10.6	6.667	OK
MH2	FEH: 2 years: +0 %: 30 mins: Winter	101.675	100.475	100.569	0.094	21.6	0.106	0.000	21.5	20.404	OK

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Junctions Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 200 years: Increase Rainfall (%): +41: Critical Storm Per Item: Rank By: Max. Depth

Junction	Storm Event	Cover Level (m)	Invert Level (m)	Max. Level (m)	Max. Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m^3)	Max. Flooded Volume (m^3)	Max. Outflow (L/s)	Total Discharge Volume (m^3)	Status
MH3	FEH: 200 years: +41 %: 960 mins: Winter	100.449	99.400	99.423	0.023	3.3	0.000	0.000	3.3	256.276	OK
MH1	FEH: 200 years: +41 %: 15 mins: Winter	102.342	101.142	101.657	0.516	35.2	0.583	0.000	35.9	30.712	Surcharged
MH2	FEH: 200 years: +41 %: 960 mins: Winter	101.675	100.475	101.106	0.631	11.4	0.713	0.000	11.3	260.230	Surcharged

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Stormwater Controls Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 2 years: Increase Rainfall (%): +0: Critical Storm Per Item: Rank By: Max. Avg. Depth

Stormwater Control	Storm Event	Max. US Level (m)	Max. DS Level (m)	Max. US Depth (m)	Max. DS Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m³)	Max. Flooded Volume (m³)	Total Lost Volume (m³)	Max. Outflow (L/s)	Total Discharge Volume (m³)	Percentage Available (%)	Status
PP2	FEH: 2 years: +0 %: 30 mins: Winter	100.966	100.915	0.046	0.065	12.3	3.354	0.000	0.000	11.3	10.982	88.559	OK
PP1	FEH: 2 years: +0 %: 15 mins: Winter	101.854	101.830	0.074	0.081	15.0	1.714	0.000	0.000	11.1	6.689	87.546	OK
CS1	FEH: 2 years: +0 %: 360 mins: Winter	100.206	100.206	0.306	0.306	7.0	33.507	0.000	0.000	2.9	57.051	74.563	OK

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Stormwater Controls Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 200 years: Increase Rainfall (%): +41: Critical Storm Per Item: Rank By: Max. Avg. Depth

Stormwater Control	Storm Event	Max. US Level (m)	Max. DS Level (m)	Max. US Depth (m)	Max. DS Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m³)	Max. Flooded Volume (m³)	Total Lost Volume (m³)	Max. Outflow (L/s)	Total Discharge Volume (m³)	Percentage Available (%)	Status
PP2	FEH: 200 years: +41 %: 15 mins: Winter	101.206	101.115	0.286	0.265	79.5	15.664	0.000	0.000	37.1	35.555	46.575	OK
PP1	FEH: 200 years: +41 %: 15 mins: Winter	102.267	102.197	0.488	0.447	67.0	10.252	0.000	0.000	35.2	30.745	25.504	OK
CS1	FEH: 200 years: +41 %: 960 mins: Winter	101.105	101.105	1.205	1.205	11.3	131.372	0.000	0.000	3.3	256.286	0.270	OK

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Connections Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 2 years: Increase Rainfall (%): +0: Critical Storm Per Item: Rank By: Max. Flow

Connection	Storm Event	Connection Type	From	To	Upstream Cover Level (m)	Max. US Water Level (m)	Max. Flow Depth (m)	Discharge Volume (m³)	Max. Velocity (m/s)	Flow / Capacity	Max. Flow (L/s)	Status
P7	FEH: 2 years: +0 %: 960 mins: Summer	Pipe	CS1	MH3	101.290	100.129	0.022	79.094	1.2	0.01	2.9	OK
P1	FEH: 2 years: +0 %: 15 mins: Winter	Pipe	PP1	MH1	102.643	101.829	0.077	6.689	1.2	0.49	11.1	OK
P2	FEH: 2 years: +0 %: 15 mins: Winter	Pipe	MH1	MH2	102.342	101.211	0.068	6.667	1.4	0.4	10.6	OK
P3	FEH: 2 years: +0 %: 30 mins: Winter	Pipe	PP2	MH2	101.660	100.912	0.062	10.982	1.7	0.32	11.3	OK
P4	FEH: 2 years: +0 %: 30 mins: Winter	Pipe	MH2	CS1	101.675	100.569	0.089	20.404	1.5	0.31	21.5	OK

Project: Southfield Drainage Assessment	Date: 30/10/2024		
	Designed by: DL	Checked by: DS	Approved By: DL
Report Details: Type: Connections Summary Storm Phase: Design	Company Address: 2/3 48 West George Street Glasgow G2 1BP		

FEH: 200 years: Increase Rainfall (%): +41: Critical Storm Per Item: Rank By: Max. Flow

Connection	Storm Event	Connection Type	From	To	Upstream Cover Level (m)	Max. US Water Level (m)	Max. Flow Depth (m)	Discharge Volume (m³)	Max. Velocity (m/s)	Flow / Capacity	Max. Flow (L/s)	Status
P7	FEH: 200 years: +41 %: 960 mins: Winter	Pipe	CS1	MH3	101.290	101.105	0.023	256.276	1.3	0.01	3.3	Surcharged
P1	FEH: 200 years: +41 %: 15 mins: Winter	Pipe	PP1	MH1	102.643	102.224	0.150	30.745	2.0	1.55	35.2	Surcharged
P2	FEH: 200 years: +41 %: 15 mins: Winter	Pipe	MH1	MH2	102.342	101.657	0.150	30.712	2.0	1.36	35.9	Surcharged
P3	FEH: 200 years: +41 %: 15 mins: Winter	Pipe	PP2	MH2	101.660	101.141	0.150	35.555	2.1	1.05	37.1	Surcharged
P4	FEH: 200 years: +41 %: 15 mins: Winter	Pipe	MH2	CS1	101.675	100.792	0.225	66.092	1.8	1.05	73.3	Surcharged

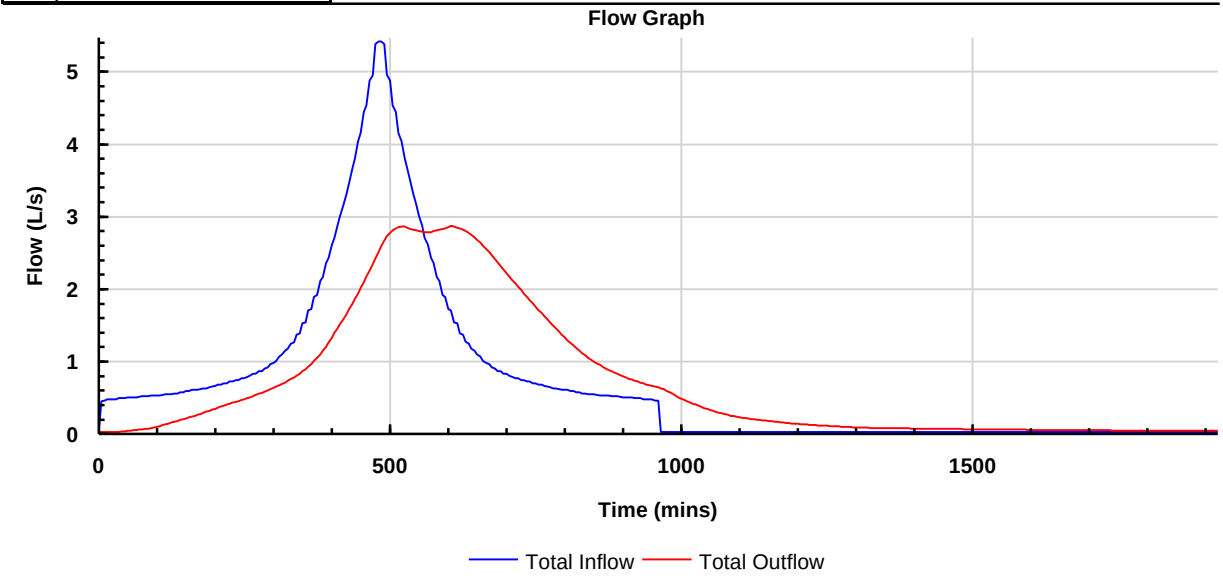
Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Phase Management Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

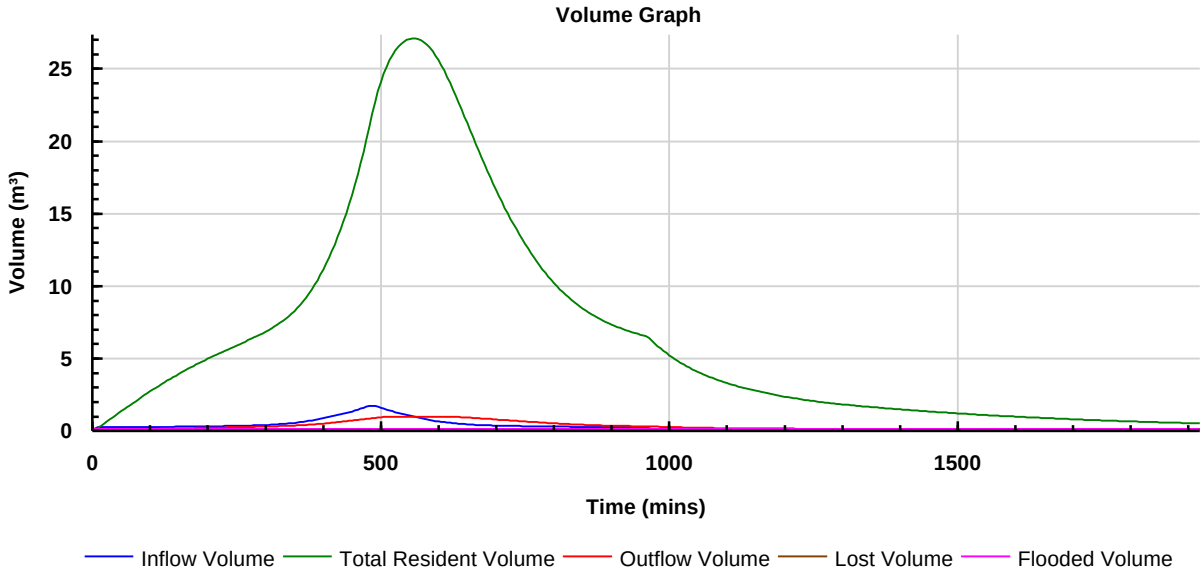
Design
FEH: 2 years: Increase Rainfall (%): +0: 960 mins: Summer

Tables

Name	Max. Inflow (L/s)	Total Inflow Volume (m³)	Max. Outflow (L/s)	Total Outflow Volume (m³)
MH3			2.9	79.094
TOTAL	5.4	79.618	2.9	79.094

Graphs





Project:	Date:		
Southfield Drainage Assessment	30/10/2024		
	Designed by:	Checked by:	Approved By:
	DL	DS	DL
Report Details:	Company Address:		
Type: Phase Management Storm Phase: Design	2/3 48 West George Street Glasgow G2 1BP		

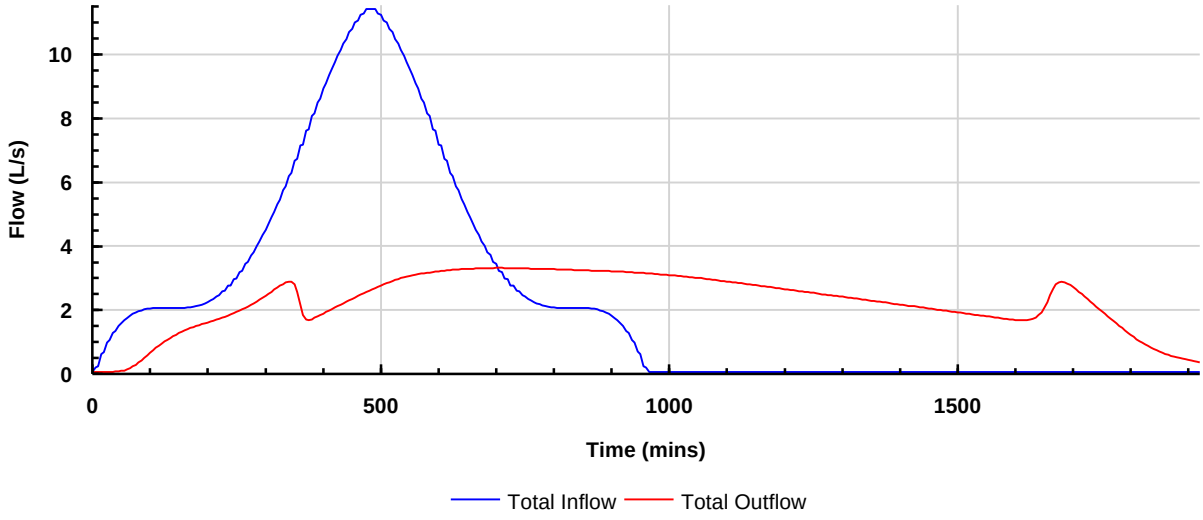
Design
FEH: 200 years: Increase Rainfall (%): +41: 960 mins: Winter

Tables

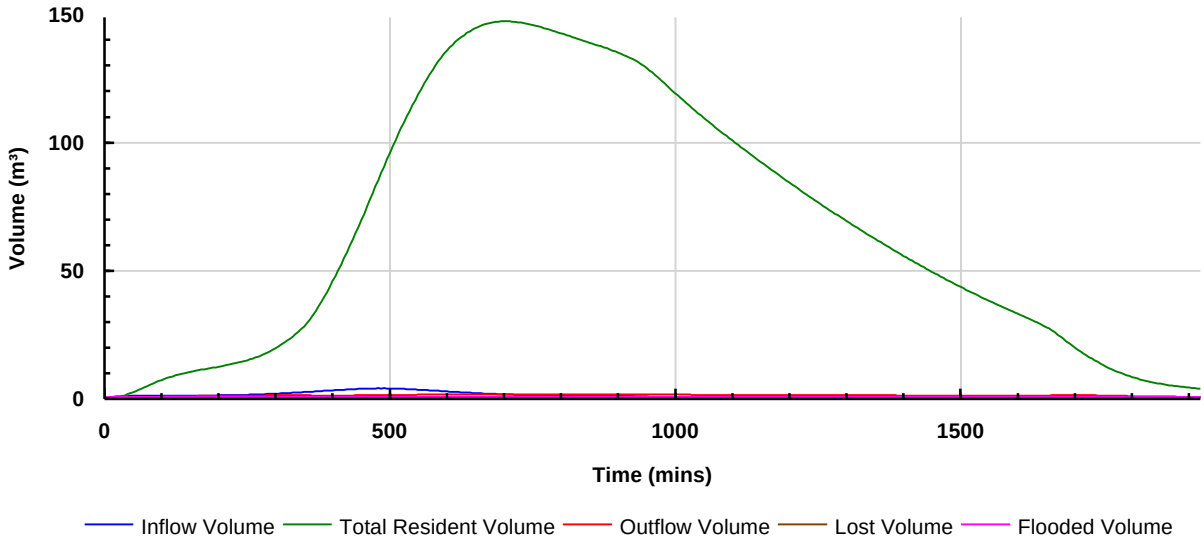
Name	Max. Inflow (L/s)	Total Inflow Volume (m³)	Max. Outflow (L/s)	Total Outflow Volume (m³)
MH3			3.3	256.276
TOTAL	11.4	260.264	3.3	256.276

Graphs

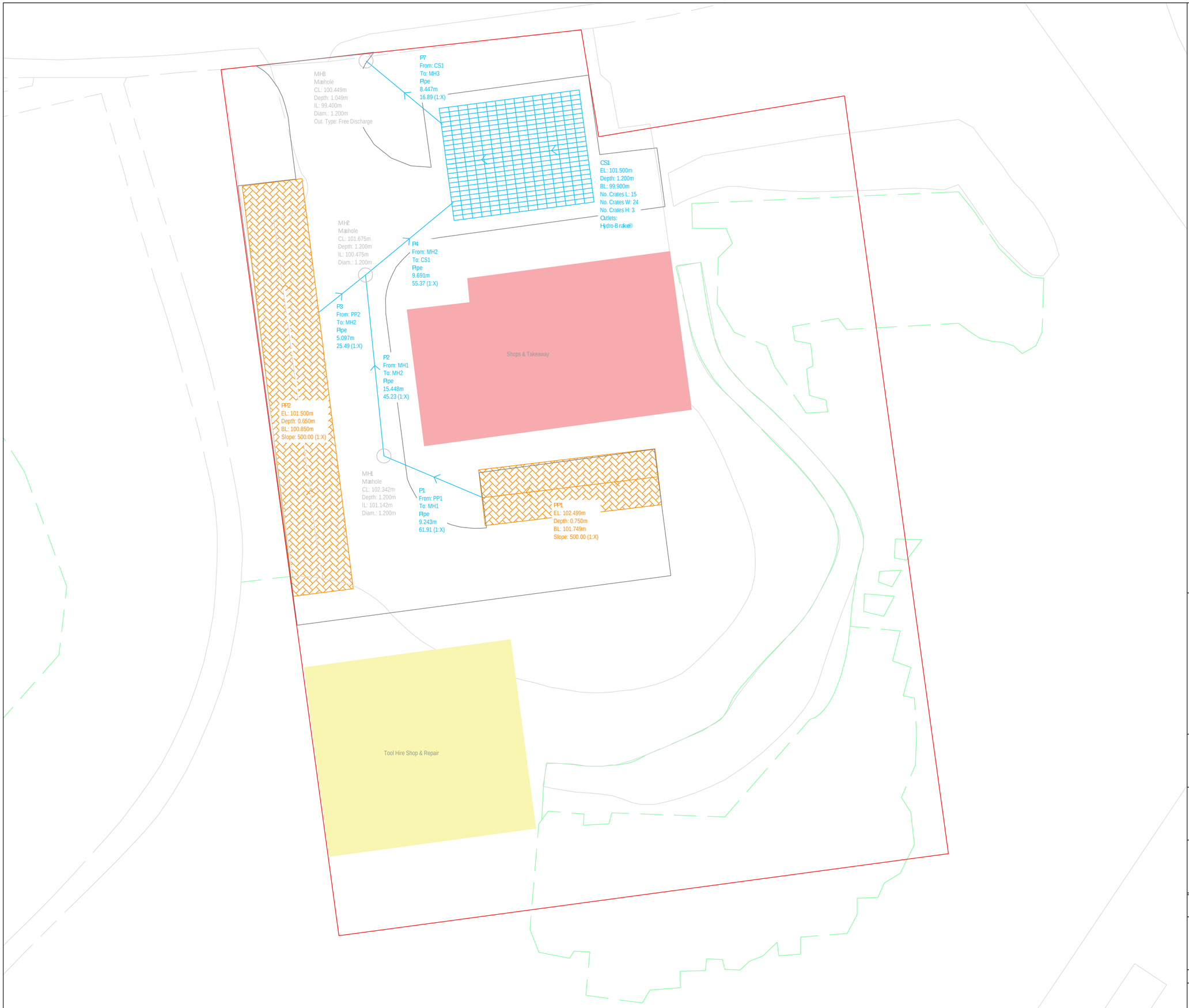
Flow Graph



Volume Graph



Appendix F: Drainage Strategy



NOT FOR CONSTRUCTION

LEGEND

- Surface Water Pipe
- Surface Water Manhole
- Cellular Storage
- Permeable Paving

ECOHYDROLOGY LIMITED

2/3 48 West George Street
Glasgow
G2 1BP
+44 (0) 141 2660671

info@ecohydrology.co.uk
www.ecohydrology.co.uk

Rubble Shift Ltd

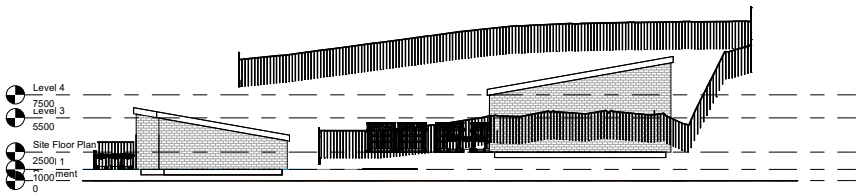
Proposed Development at Southfield Avenue Port Glasgow

Drainage Strategy

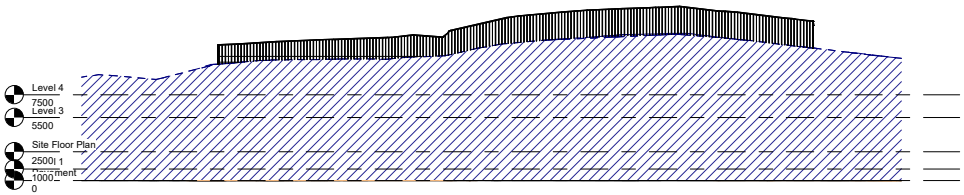
Scale: NOT TO SCALE	Drawn:	D Lear	30/10/2024
	Designed:	D Lear	30/10/2024
	Checked:	D Swinbanks	04/11/2024
	Approved:	D Lear	04/11/2024

Digital File Name: EH00013-00-00-DR-C-0100

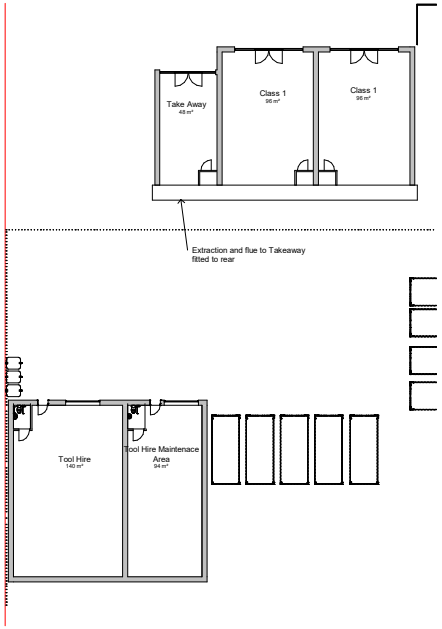
Drawing No.	Revision:	Sheet No.	Status:
EH00013-100	P01	1 of 1	DRAFT



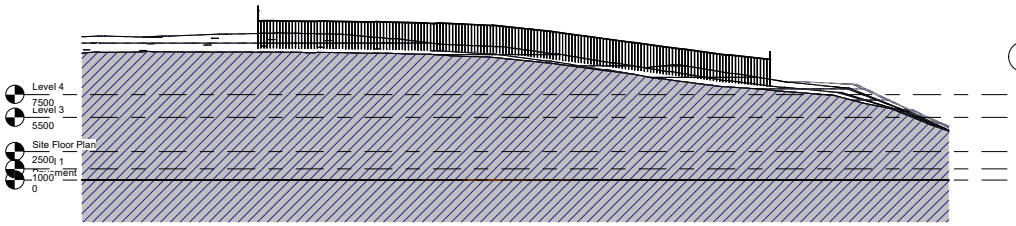
2 Fence West Elevation
1 : 200



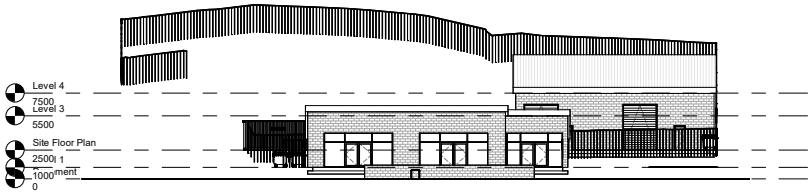
3 Fence South Elevation
1 : 200



1 Site Floor Plan
1 : 200



4 Fence East Elevation
1 : 200



5 Fence North Elevation
1 : 200

Rev	Description	Date
A	Revision 1	7/12/24

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE

AUTODESK
www.autodesk.com/revit

PROJECT
Southfield

TITLE
Site 003

CLIENT
Owner

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/12/24

SCALE (@ A1)	PROJECT NUMBER
1 : 200	Project Number

DRAWING NUMBER	REV
A105	A

07/12/2024 17:54:46

Inverclyde council

Municipal Buildings Clyde Square Greenock PA15 1LY Tel: 01475 717171 Fax: 01475 712 468 Email: devcont.planning@inverclyde.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100676577-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Type of Application

What is this application for? Please select one of the following: *

☒ Application for planning permission (including changes of use and surface mineral working).

☐ Application for planning permission in principle.

☐ Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)

☐ Application for Approval of Matters specified in conditions.

Description of Proposal

Please describe the proposal including any change of use: * (Max 500 characters)

Proposed neighbourhood shops with tool hire unit and yard to rear ,one small unit permitted as hot food takeaway (sui generis), with related access, servicing, parking and landscaping

Is this a temporary permission? * ☐ Yes ☒ No

If a change of use is to be included in the proposal has it already taken place? (Answer 'No' if there is no change of use.) * ☐ Yes ☒ No

Has the work already been started and/or completed? *

☒ No ☐ Yes – Started ☐ Yes - Completed

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application) ☐ Applicant ☒ Agent

Agent Details

Please enter Agent details

Company/Organisation:			
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	David	Building Name:	
Last Name: *	Daisley	Building Number:	33
Telephone Number: *	[redacted]	Address 1 (Street): *	Eldon Street
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Greenock
Fax Number:		Country: *	United Kingdom
		Postcode: *	PA167RA
Email Address: *	[redacted]		

Is the applicant an individual or an organisation/corporate entity? *

☐ Individual ☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	Other	You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	
First Name: *		Building Number:	63
Last Name: *		Address 1 (Street): *	Gilmour St
Company/Organisation	Rubble Shift Landscaping ltd	Address 2:	
Telephone Number: *		Town/City: *	Greenock
Extension Number:		Country: *	Scotland
Mobile Number:		Postcode: *	PA15 2HX
Fax Number:			
Email Address: *	DDaisley@Hotmail.com		

Site Address Details

Planning Authority: Inverclyde Council

Full postal address of the site (including postcode where available):

Address 1:

Address 2:

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

Post Code:

Please identify/describe the location of the site or sites

49 Southfield Avenue PA14 6PW

Northing 673485 Easting 233953

Pre-Application Discussion

Have you discussed your proposal with the planning authority? * ☒ Yes ☐ No

Pre-Application Discussion Details Cont.

In what format was the feedback given? *

☐ Meeting ☐ Telephone ☐ Letter ☒ Email

Please provide a description of the feedback you were given and the name of the officer who provided this feedback. If a processing agreement [note 1] is currently in place or if you are currently discussing a processing agreement with the planning authority, please provide details of this. (This will help the authority to deal with this application more efficiently.) * (max 500 characters)

General.

Title: Mrs Other title:

First Name: Maria Last Name: Porch

Correspondence Reference Number: Date (dd/mm/yyyy): 31/07/2024

Note 1. A Processing agreement involves setting out the key stages involved in determining a planning application, identifying what information is required and from whom and setting timescales for the delivery of various stages of the process.

Site Area

Please state the site area: 2400.00

Please state the measurement type used: ☐ Hectares (ha) ☒ Square Metres (sq.m)

Existing Use

Please describe the current or most recent use: * (Max 500 characters)

Social Club with Associated Parking, Demolished 2017.

Access and Parking

Are you proposing a new altered vehicle access to or from a public road? * ☒ Yes ☐ No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? * ☐ Yes ☒ No

If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.

How many vehicle parking spaces (garaging and open parking) currently exist on the application Site? 0

How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? * 20

Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).

Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? * ☒ Yes ☐ No

Are you proposing to connect to the public drainage network (eg. to an existing sewer)? *

☒ Yes – connecting to public drainage network

☐ No – proposing to make private drainage arrangements

☐ Not Applicable – only arrangements for water supply required

Do your proposals make provision for sustainable drainage of surface water?? * (e.g. SUDS arrangements) * ☒ Yes ☐ No

Note:-

Please include details of SUDS arrangements on your plans

Selecting ‘No’ to the above question means that you could be in breach of Environmental legislation.

Are you proposing to connect to the public water supply network? *

☒ Yes

☐ No, using a private water supply

☐ No connection required

If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).

Assessment of Flood Risk

Is the site within an area of known risk of flooding? * ☐ Yes ☒ No ☐ Don't Know

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? * ☐ Yes ☒ No ☐ Don't Know

Trees

Are there any trees on or adjacent to the application site? * ☐ Yes ☒ No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste (including recycling)? * ☒ Yes ☐ No

If Yes or No, please provide further details: * (Max 500 characters)

Bin Collection area to rear and front of buildings

Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats? * ☐ Yes ☒ No

All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? * ☒ Yes ☐ No

All Types of Non Housing Development – Proposed New Floorspace Details

For planning permission in principle applications, if you are unaware of the exact proposed floorspace dimensions please provide an estimate where necessary and provide a fuller explanation in the 'Don't Know' text box below.

Please state the use type and proposed floorspace (or number of rooms if you are proposing a hotel or residential institution): *

Class 1 Retail (non-food)

Gross (proposed) floorspace (In square meters, sq.m) or number of new (additional) Rooms (If class 7, 8 or 8a): * 438

If Class 1, please give details of internal floorspace:

Net trading spaces: 172

Non-trading space: 266

Total:

If Class 'Not in a use class' or 'Don't know' is selected, please give more details: (Max 500 characters)

Tool Hire Storage and Repair Units (Block 2). We expect to deliver all assets to site. 200m2 storage with 40 m2 offices and toilets. Shop units 99m2 per unit x 2, 66m2 Retail 33 m2 Storage office and toilet.

For planning permission in principle applications, if you are unaware of the exact proposed floorspace dimensions please provide an estimate where necessary and provide a fuller explanation in the 'Don't Know' text box below.

Please state the use type and proposed floorspace (or number of rooms if you are proposing a hotel or residential institution): *

Not in a Use Class

Gross (proposed) floorspace (In square meters, sq.m) or number of new (additional) Rooms (If class 7, 8 or 8a): * 51

If Class 1, please give details of internal floorspace:

Net trading spaces: 16

Non-trading space: 35

Total:

If Class 'Not in a use class' or 'Don't know' is selected, please give more details: (Max 500 characters)

Hot Food Take Away Takeaway -

Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013 * ☒ Yes ☐ No ☐ Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? * ☐ Yes ☒ No

Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? * ☒ Yes ☐ No

Is any of the land part of an agricultural holding? * ☐ Yes ☒ No

Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate A

Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: David Daisley

On behalf of: Rubble Shift Landscaping ltd

Date: 19/11/2024

☒ Please tick here to certify this Certificate. *

Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? *

☐ Yes ☐ No ☒ Not applicable to this application

b) If this is an application for planning permission or planning permission in principal where there is a crown interest in the land, have you provided a statement to that effect? *

☐ Yes ☐ No ☒ Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? *

☐ Yes ☐ No ☒ Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? *

☐ Yes ☐ No ☒ Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? *

☐ Yes ☐ No ☒ Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? *

☐ Yes ☐ No ☒ Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

☒ Site Layout Plan or Block plan.
☒ Elevations.
☒ Floor plans.
☒ Cross sections.
☐ Roof plan.
☐ Master Plan/Framework Plan.
☐ Landscape plan.
☐ Photographs and/or photomontages.
☐ Other.

If Other, please specify: * (Max 500 characters)

Provide copies of the following documents if applicable:

A copy of an Environmental Statement. *	☐ Yes ☒ N/A
A Design Statement or Design and Access Statement. *	☐ Yes ☒ N/A
A Flood Risk Assessment. *	☐ Yes ☒ N/A
A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). *	☒ Yes ☐ N/A
Drainage/SUDS layout. *	☒ Yes ☐ N/A
A Transport Assessment or Travel Plan	☐ Yes ☒ N/A
Contaminated Land Assessment. *	☐ Yes ☒ N/A
Habitat Survey. *	☐ Yes ☒ N/A
A Processing Agreement. *	☐ Yes ☒ N/A

Other Statements (please specify). (Max 500 characters)

Declare – For Application to Planning Authority

I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

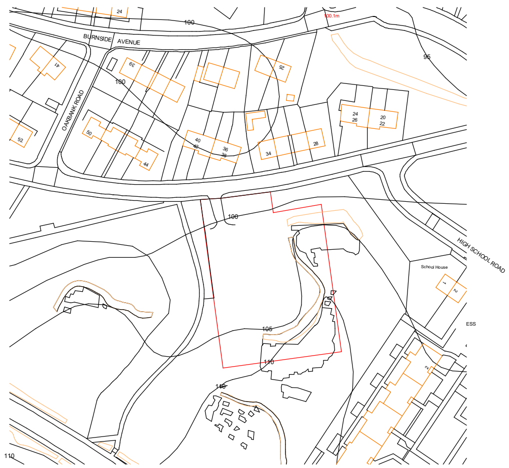
Declaration Name: Mr David Daisley

Declaration Date: 19/11/2024

Payment Details

Telephone Payment Reference: CS92 0000 2733

Created: 20/11/2024 12:09

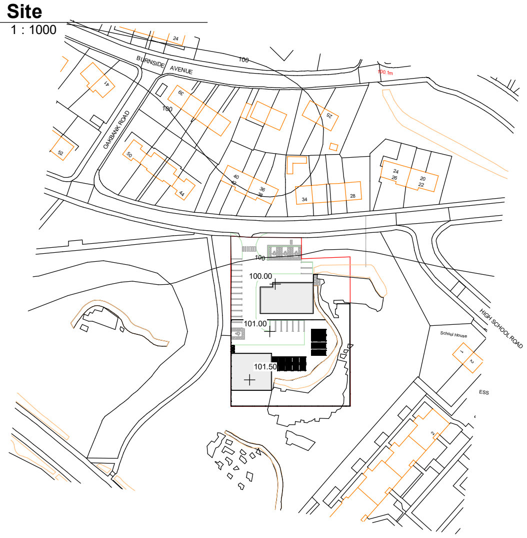


Produced on 01 July 2024 from the Ordnance Survey National Geographic Database and incorporating surveyed revision available at this date.
This map shows the area bounded by 233854 673393,234054 673393,234054 673593,233854 673593,233854 673393

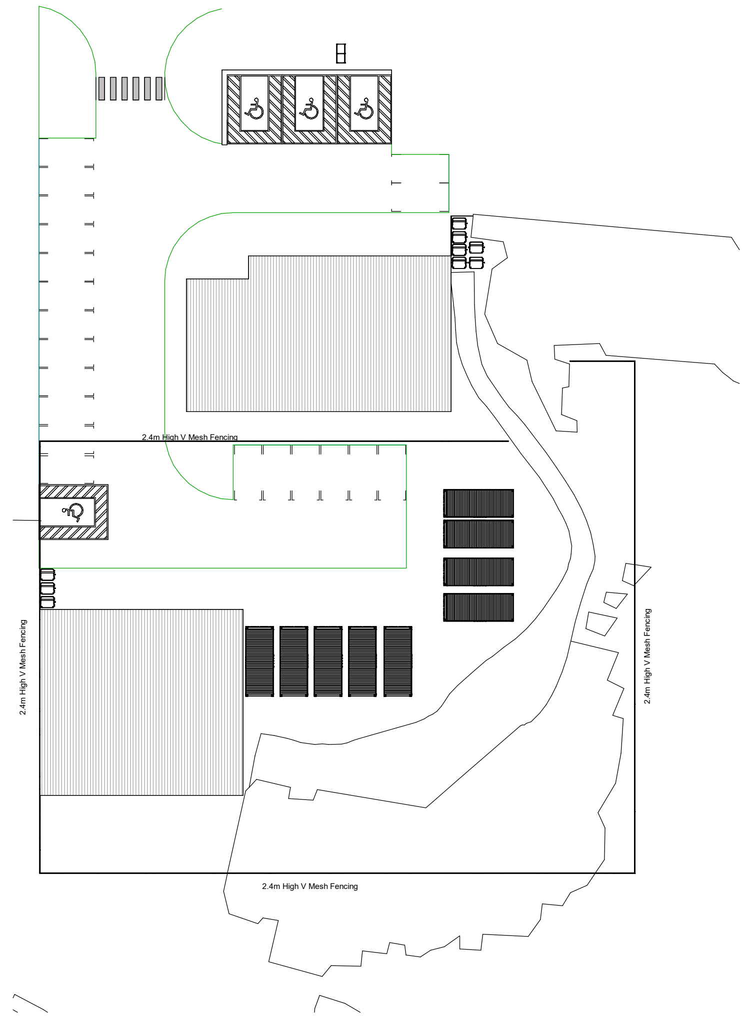
Data licence expires 01 July 2025. Unique plan reference: v4f//1118880/1505490

10 0 10 20 30 40 50

1 Site
1 : 1000



2 Site Proposed
1 : 1000



3 Site Proposed Block
1 : 200

1 : 1 0 10 20 50 100mm

Rev	Description	Date

CODE | SUITABILITY DESCRIPTION

STATUS | PURPOSE OF ISSUE

AUTODESK
www.autodesk.com/revit

PROJECT
Southfield

TITLE
Site 001

CLIENT
Owner

DRAWN BY	CHECKED BY	DATE
DD	DD	28/09/24

SCALE (@ A1)	PROJECT NUMBER
As indicated	Project Number

DRAWING NUMBER	REV
A100	

28/09/2024 19:57:51

PLANNERS CHECKLIST - NEIGHBOUR NOTIFICATION

Application Number **24/0252/IC**

Online Ref:100676577-001

Application Location **Land At Southfield Avenue**
Port Glasgow
PA14 6PW

Application Proposal **Erection of tool hire unit with yard to rear; erection of two retail units (Class 1A) ; erection of a hot food takeaway (sui generis) with extraction system; formation of related access with servicing, parking and landscaping; and erection of boundary fence**

Planning Officer **Carrie Main**

Addresses of Neighbours Notified	Confirm Posted by Mail or by Hand M/H	Comments
Flat 3/4 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW		
Flat 3/3 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW		
Flat 3/2 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW		
Flat 3/1 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW		
Flat 2/4 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW		
Flat 2/3 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW		
Flat 2/2 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW		
Flat 2/1 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW		

Signature (Officer) [redacted]

Dated of NN delivery [redacted]

PLANNERS CHECKLIST - NEIGHBOUR NOTIFICATION

Flat 1/4 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 1/3 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 1/2 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 1/1 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 0/4 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 0/3 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 0/2 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 0/1 8 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 3/2 6 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 3/1 6 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 2/2 6 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 2/1 6 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 1/2 6 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 1/1 6 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 0/2 6 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 0/1 6 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 3/2 4 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 3/1 4 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 2/2 4 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 2/1 4 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 1/2 4 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	

Signature (Officer) [redacted] ----------2----------

Dated of NN delivery [redacted] ----------

PLANNERS CHECKLIST - NEIGHBOUR NOTIFICATION

Flat 1/1 4 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 0/2 4 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 0/1 4 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 3/2 2 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 3/1 2 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 2/2 2 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 2/1 2 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 1/2 2 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 1/1 2 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 0/2 2 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
Flat 0/1 2 Coxon Drive Port Glasgow Inverclyde PA14 6AW	✓	
44 Southfield Avenue Port Glasgow PA14 6PS	✓	
40 Southfield Avenue Port Glasgow PA14 6PS	✓	
42 Southfield Avenue Port Glasgow PA14 6PS	✓	
38 Southfield Avenue Port Glasgow PA14 6PS	✓	
36 Southfield Avenue Port Glasgow PA14 6PS	✓	
32 Southfield Avenue Port Glasgow PA14 6PS	✓	
30 Southfield Avenue Port Glasgow PA14 6PS	✓	
Club Southfield Avenue Port Glasgow PA14 6PR	✓	
34 Southfield Avenue Port Glasgow PA14 6PS	✓	

Signature (Officer) [redacted]

Dated of NN delivery ----------

PLANNERS CHECKLIST - NEIGHBOUR NOTIFICATION

Neighbour Notification Plan

Application Number **24/0252/IC**

Online Ref:100676577-001

Application Location **Land At Southfield Avenue**
Port Glasgow
PA14 6PW

Application Proposal **Erection of tool hire unit with yard to rear; erection of two retail units (Class 1A) ; erection of a hot food takeaway (sui generis) with extraction system; formation of related access with servicing, parking and landscaping; and erection of boundary fence**

Planning Officer **Carrie Main**

Inverclyde council
regeneration and planning

Signature (Officer) [redacted]

Dated of NN delivery [redacted]

DECISION NOTICE

Refusal of Planning Permission
Issued under Delegated Powers

Regeneration and Planning
Municipal Buildings
Clyde Square
Greenock PA15 1LY

Planning Ref: 24/0252/IC

Online Ref:100676577-001

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND)REGULATIONS 2013

Rubble Shift Landscaping Ltd
63 Gilmour St
GREENOCK
PA15 2HX

David Daisley
33 Eldon Street
GREENOCK
PA16 7RA

With reference to your application dated 20th November 2024 for planning permission under the above mentioned Act and Regulation for the following development:-

Erection of tool hire unit with yard to rear; erection of two retail units (Class 1A) ; erection of a hot food takeaway (sui generis) with extraction system; formation of related access with servicing, parking and landscaping; and erection of boundary fence at

Land At Southfield Avenue, Port Glasgow

Category of Application Local Application Development

The INVERCLYDE COUNCIL in exercise of their powers under the abovementioned Act and Regulations hereby refuse planning permission for the said development.

The reasons for the Council's decision are:-

The proposal in respect of location and scale does not accord with the sequential approach which directs retail development to town and local centres. It therefore fails to accord with Policy 28 of NPF4, Policy 22 of the adopted Inverclyde Local Development Plan and Policy 23 of the proposed Inverclyde Local Development Plan.

The reason why the Council made this decision is explained in the attached Report of Handling.

Dated this 26th day of February 2025

[redacted]

Mr Stuart W. Jamieson
Director Environment and Regeneration

1 If the applicant is aggrieved by the decision of the Planning Authority to refuse permission, or to grant permission subject to conditions, the applicant may seek a review of the decision by submitting a Notice of Review within three months beginning with the date of this notice. A Notice of Review shall be addressed to Head of Legal, Democratic, Digital & Customer Services, Inverclyde Council, Municipal Buildings, Greenock, PA15 1LY

2 If permission to develop land is refused or granted subject to conditions, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the planning authority a purchase notice requiring the purchase of his interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997

Refused Plans: Can be viewed Online at http://planning.inverclyde.gov.uk/Online/

Drawing No:	Version:	Dated:
A100		28.09.2024
A101	Rev A	01.02.2025
A102		28.09.2024
A103		29.08.2024
A104		28.09.2024
A105		07.12.2024

Inverclyde council

REPORT OF HANDLING

Report By:	**Carrie Main**	**Report No:**	**24/0252/IC** **Local Application Development**
Contact Officer:	**01475 712413**	**Date:**	**26 February 2025**

Subject: **Erection of tool hire unit with yard to rear; erection of two retail units (Class 1A); erection of a hot food takeaway (sui generis) with extraction system; formation of related access with servicing, parking and landscaping; and erection of boundary fence at**

Land At Southfield Avenue, Port Glasgow

SITE DESCRIPTION

The application site comprises an area of 2400 square metres of vacant, brownfield land, formerly occupied by a social club with associated parking, demolished in 2017. The site is located on the south side of Southfield Avenue. An existing access and level platform from the former use exists on site with higher ground towards the rear south-eastern corner of the site. Behind the site (south) there is a new build housing development, constructed on the site of the former St Stephen's School, granted permission through a series of applications granted in 2019. Mature tree cover exists to the east, west and rear of the site. The site is unallocated within both the adopted and proposed Inverclyde Local Development Plans. An area of designated public open space lies adjacent to the site, to the west.

PROPOSAL

Planning permission is sought for the erection of two rectangular shaped buildings or 'blocks' with associated works including related access, service yard, storage containers x9, parking area including car and cycle parking, boundary fencing, access gate and bin stores.

Block 1 covers a footprint of approximately 286sq metres and is positioned relatively centrally within the site, albeit closer to and approximately 13 metres setback from Southfield Avenue. The proposed floor plan depicts that the building/block will contain 3 subdivided units; two Class 1A Units, each covering approximately 96sqm and one hot food takeaway (sui generis) unit covering approximately 48sqm with the latter unit located at the west side of the building, adjacent to the main access route. Each unit contains a small WC and a features floor to ceiling glazed entrance doors/windows at the front northern elevation/shopfront. The building extends to a height of 1.6 metres. It features a low mono-pitched roof to be constructed in dark grey insulted metal sheeting, insulted metal cladded white walls and dark grey framed windows and black guttering.

Block 2 covers a footprint of approximately 273sq metres and is positioned towards the rear south-western corner of the site, setback around 30 metres and opposite the access from Southfield Avenue. The proposed floor plan depicts that the building/block will contain 2 subdivided units; a tool hire unit covering 140sqm and a tool hire maintenance unit covering 94sqm. The building extends to a height of 8.3 metres at its highest point. Its design is similar to block 1 with a low mono-pitched roof

and constructed in the same materials of Block 1 (described previously). It features two roller shutter doors within the front elevation. A sliding access gate is proposed approximately 8.8 metres front of the building across the width of the site, which delineates site from the Block 2 and the associated service yard, storage containers, bins and parking area at this end of the site. The storage containers, 9 in total, are each 6.1 metres in length by 2.44 metres in width by 2.59 metres high. The total floor area of the containers is approximately 125 square metres.

Access is taken from the existing access from Southfield Avenue where footways on both sides of the proposed access are connected via a crossing point. A total of 21 parking spaces are provided within the site, located centrally, to the east and north with cycle parking located at the northern boundary with Southfield Avenue. The bin areas are to be located to the eastern side elevation of Block 1 and in front (north) of Block 2. Storage containers (9 in total) are located adjacent to on the eastern side of Block 2. The site boundary treatment is to be 2.4-metre-high v mesh fencing. The topographical plans depict that land engineering works are proposed to excavate the land at approximately 0.5 metres at Block 1 and by 1.8 metres at the rear elevation of Block 2.

A Drainage Impact Assessment was submitted in support of the application.

NATIONAL PLANNING FRAMEWORK 4

NPF4 was adopted by the Scottish Ministers on 13th February 2023. NPF4 forms part of the statutory development plan, along with the Inverclyde Local Development Plan and its supplementary guidance. NPF4 supersedes National Planning Framework 3 (NPF3) and Scottish Planning Policy (SPP) (2014). NPF3 and SPP no longer represent Scottish Ministers' planning policy. The Clydeplan Strategic Development Plan and associated supplementary guidance cease to have effect from 13th February 2023 and as such no longer form part of the development plan.

NPF4 contains 33 policies and the following are considered relevant to this application.

Policy 1- Tackling the climate change and nature crises

When considering all development proposals significant weight will be given to the global climate and nature crises.

Policy 9- Brownfield, vacant and derelict land and empty buildings

a) Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account.
b) Proposals on greenfield sites will not be supported unless the site has been allocated for development or the proposal is explicitly supported by policies in the LDP.
c) Where land is known or suspected to be unstable or contaminated, development proposals will demonstrate that the land is, or can be made, safe and suitable for the proposed new use.
d) Development proposals for the reuse of existing buildings will be supported, taking into account their suitability for conversion to other uses. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.

Policy 13- Sustainable Transport

b) Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:

i. provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;

ii. will be accessible by public transport, ideally supporting the use of existing services;
iii. integrate transport modes;
iv. provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
v. supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
vi. are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;
vii. have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and
viii. adequately mitigate any impact on local public access routes.

c) Where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.

Policy 14- Design, quality and place

a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.
b) Development proposals will be supported where they are consistent with the six qualities of successful places:

Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.
Pleasant: Supporting attractive natural and built spaces.
Connected: Supporting well connected networks that make moving around easy and reduce car dependency
Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.
Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.
Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.
Further details on delivering the six qualities of successful places are set out in Annex D.
c) Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

Policy 15- Local living and 20-minute neighbourhoods

Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development
with the surrounding area, including local access to:

- sustainable modes of transport including local public transport and safe, high quality walking, wheeling and cycling networks;
- employment;
- shopping;
- health and social care facilities;
- childcare, schools and lifelong learning opportunities;
- playgrounds and informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport and recreation facilities;
- publicly accessible toilets;
- affordable and accessible housing options, ability to age in place and housing diversity.

Policy 26- Business and Industry

a) Development proposals for business and industry uses on sites allocated for those uses in the LDP will be supported.

b) Development proposals for home working, live-work units and micro-businesses will be supported where it is demonstrated that the scale and nature of the proposed business and building will be compatible with the surrounding area and there will be no unacceptable impacts on amenity or neighbouring uses.

c) Development proposals for business and industry uses will be supported where they are compatible with the primary business function of the area. Other employment uses will be supported where they will not prejudice the primary function of the area and are compatible with the business/industrial character of the area.

d) Development proposals for business, general industrial and storage and distribution uses outwith areas identified for those uses in the LDP will only be supported where:

i. It is demonstrated that there are no suitable alternatives allocated in the LDP or identified in the employment land audit; and
ii. The nature and scale of the activity will be compatible with the surrounding area.

e) Development proposals for business and industry will take into account:

i. Impact on surrounding residential amenity; sensitive uses and the natural and historic environment;
ii. The need for appropriate site restoration at the end of a period of commercial use.

Policy 28 – Retail

a) Development proposals for retail (including expansions and changes of use) will be consistent with the town centre first principle. This means that new retail proposals:
i. will be supported in existing city, town and local centres, and
ii. will be supported in edge-of-centre areas or in commercial centres if they are allocated as sites suitable for new retail development in the LDP.
iii. will not be supported in out of centre locations (other than those meeting policy 28(c) or 28(d)).
b) Development proposals for retail that are consistent with the sequential approach (set out in a) and click-and-collect locker pick up points, will be supported where the proposed development:
i. is of an appropriate scale for the location;
ii. will have an acceptable impact on the character and amenity of the area; and
iii. is located to best channel footfall and activity, to benefit the place as a whole.
c) Proposals for new small scale neighbourhood retail development will be supported where the proposed development:
i. contributes to local living, including where relevant 20-minute neighbourhoods and/or
ii. can be demonstrated to contribute to the health and wellbeing of the local community.

ADOPTED 2019 LOCAL DEVELOPMENT PLAN POLICIES

Policy 1 - Creating Successful Places

Inverclyde Council requires all development to have regard to the six qualities of successful places. In preparing development proposals, consideration must be given to the factors set out in Figure 3. Where relevant, applications will also be assessed against the Planning Application Advice Notes Supplementary Guidance.

Policy 6 - Low and Zero Carbon Generating Technology

Support will be given to all new buildings designed to ensure that at least 15% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies. This percentage will increase to at least 20% by the end of 2022.

Other solutions will be considered where:

(a) it can be demonstrated that there are significant technical constraints to using on-site low and zero-carbon generating technologies; and
(b) there is likely to be an adverse impact on the historic environment

*This requirement will not apply to those exceptions set out in Standard 6.1 of the 2017 Domestic and Non-Domestic Technical Handbooks associated with the Building (Scotland) Regulations 2004, or to equivalent exceptions set out in later versions of the handbook.

Policy 8 - Managing Flood Risk

Development proposals will be assessed against the Flood Risk Framework set out in Scottish Planning Policy. Proposals must demonstrate that they will not:

a be at significant risk of flooding; (i.e. within the 1 in 200 year design envelope);
b increase the level of flood risk elsewhere; and
c reduce the water conveyance and storage capacity of a functional flood plain.

The Council will support, in principle, the flood protection schemes set out in the Clyde and Loch Lomond Local Flood Risk Management Plan 2016, subject to assessment of the impacts on the amenity and operations of existing and adjacent uses, the green network, historic buildings and places, and the transport network.

Policy 9 - Surface and Waste Water Drainage

New build development proposals which require surface water to be drained should demonstrate that this will be achieved during construction and once completed through a Sustainable Drainage System (SuDS), unless the proposal is for a single dwelling or the discharge is directly to coastal waters.

The provision of SuDS should be compliant with the principles set out in the SuDS Manual C753 and Sewers for Scotland 3rd edition, or any successor documents.

Where waste water drainage is required, it must be demonstrated that the development can connect to the existing public sewerage system. Where a public connection is not feasible at present, a temporary waste water drainage system can be supported if:

i) a public connection will be available in future, either through committed sewerage infrastructure or pro-rata developer contributions; and
ii) the design of, and maintenance arrangements for, the temporary system meet the requirements of SEPA, Scottish Water and Inverclyde Council, as appropriate.

Private sustainable sewerage systems within the countryside can be supported if it is demonstrated that they pose no amenity, health or environmental risks, either individually or cumulatively.
Developments including SuDS are required to have an acceptable maintenance plan in place.

Policy 10 - Promoting Sustainable and Active Travel

Development proposals, proportionate to their scale and proposed use, are required to:

a provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, include links to the wider walking and cycling network; and
b include electric vehicle charging infrastructure, having regard to the Energy Supplementary Guidance.

Proposals for development, which the Council considers will generate significant travel demand, are required to be accompanied by a travel plan demonstrating how travel to and from the site by means other than private car will be achieved and encouraged. Such development should also demonstrate that it can be accessed by public transport.

The Council will support the implementation of transport and active travel schemes as set out in Council-approved strategies, subject to adequate mitigation of the impact of the scheme on: development opportunities; the amenity and operations of existing and adjacent uses; the green network; and historic buildings and places.

Policy 11 - Managing Impact of Development on the Transport Network

Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network. Development should comply with the Council's roads development guidelines and parking standards. Developers are required to provide or contribute to improvements to the transport network that are necessary as a result of the proposed development.

Policy 16 – Contaminated Land

Development proposed on land that the Council considers to be potentially contaminated will only be supported where a survey has identified the nature and extent of any contamination present on site and set out a programme of remediation or mitigation measures that ensure that site can be made suitable for the proposed use.

Policy 22 - Network of Centres Strategy

The preferred locations for the uses set out in Schedule 6 are within the network of town and local centres identified in Schedule 7. Proposals which accord with the role and function of the network of centres as set out in Schedule 7 and the opportunities identified in Schedule 8 will be supported. Proposals for Schedule 6 uses outwith the network of centres or not conforming with the role and function of a particular centre will only be supported if it can be demonstrated that:

a there is not a suitable sequentially preferable opportunity;
b there will not be an unacceptable impact on the vibrancy, vitality or viability of other centres within the network of centres; and
c there are clear community or economic benefits that can be best achieved at the proposed location.

Proposals for Business (Class 4), residential and hotel uses will also be supported in town and local centres.

Policy 26 – Business and Industrial Development Opportunities

Business, industrial, and storage or distribution uses (Class 4, 5 and 6) on the sites listed in Schedule 8 and shown on the Proposals Map, will be supported.

PROPOSED 2021 DEVELOPMENT PLAN POLICIES

Policy 1 - Creating Successful Places

Inverclyde Council requires all development to have regard to the six qualities of successful places. In preparing and assessing development proposals, consideration must be given to the factors set

out in Figure 2 and demonstrated in a design-led approach. Where relevant, applications will also be assessed against the Planning Application Advice Notes and Design Guidance for New Residential Development Supplementary Guidance. When assessing proposals for the development opportunities identified by this Plan, regard will also be had to the mitigation and enhancement measures set out in the Strategic Environmental Assessment Environmental Report.

Policy 6 - Low and Zero Carbon Generating Technology

Support will be given to all new buildings designed to ensure that at least 20% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies. This percentage will increase to at least 25% by the end of 2025.

Other solutions will be considered where:
(a) it can be demonstrated that there are significant technical constraints to using on-site low and zero-carbon generating technologies; and
(b) there is likely to be an adverse impact on the historic or natural environment.

*This requirement will not apply to those exceptions set out in Standard 6.1 of the 2017 Domestic and Non-Domestic Technical Handbooks associated with the Building (Scotland) Regulations 2004, or to equivalent exceptions set out in later versions of the handbook.

Policy 9 - Managing Flood Risk

Development proposals will be assessed against the Flood Risk Framework set out in Scottish Planning Policy. Proposals must demonstrate that they will not:

- be at significant risk of flooding (i.e. within the 1 in 200 year design envelope);
- increase the level of flood risk elsewhere; and
- reduce the water conveyance and storage capacity of a functional flood plain.

The Council will support, in principle, the flood risk management schemes set out in the Clyde and Loch Lomond Local Flood Risk Management Plan 2016, subject to assessment of the impacts on the amenity and operations of existing and adjacent uses, the resources protected by the Plans historic buildings and places and natural and open spaces chapters, and the transport network. Where practical and effective, nature-based solutions to flood management will be preferred.

Policy 10 - Surface and Waste Water Drainage

New build development proposals which require surface water to be drained should demonstrate that this will be achieved during construction and once completed through a Sustainable Drainage System (SuDS), unless the proposal is for a single dwelling or the discharge is directly to coastal waters.

The provision of SuDS should be compliant with the principles set out in the SuDS Manual C753 and Sewers for Scotland 4th edition, or any successor documents.

Where waste water drainage is required, it must be demonstrated that the development can connect to the existing public sewerage system. Where a public connection is not feasible at present, a temporary waste water drainage system can be supported if:

i) a public connection will be available in future, either through committed sewerage infrastructure or pro-rata developer contributions; and

ii) the design of, and maintenance arrangements for, the temporary system meet the requirements of SEPA, Scottish Water and Inverclyde Council, as appropriate.

Private sustainable sewerage systems within the countryside can be supported if it is demonstrated that they pose no amenity, health or environmental risks, either individually or cumulatively.

Developments including SuDS are required to have an acceptable maintenance plan in place, which identifies who will be responsible for maintenance and how this will be funded in the long term.

Policy 11 - Promoting Sustainable and Active Travel

Development proposals, proportionate to their scale and proposed use, are required to:

- provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, including links to the wider walking, cycling network and public transport network; and

- include electric vehicle charging infrastructure, having regard to the Energy Supplementary Guidance.

Proposals for development, which the Council considers will generate significant travel demand, are required to be accompanied by a travel plan demonstrating how travel to and from the site by means other than private car will be achieved and encouraged. Such development should also demonstrate that it can be accessed by public transport.

The Council will support the implementation of transport and active travel schemes as set out in national, regional and Council-approved strategies, subject to adequate mitigation of the impact of the scheme on: development opportunities; the amenity and operations of existing and adjacent uses; and the resources protected by the Plan's historic buildings and places and natural and open spaces chapters

Policy 12 - Managing Impact of Development on the Transport Network

Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network.

Development should comply with the Council's roads development guidelines and parking standards, including cycle parking standards.

Developers are required to provide or financially contribute to improvements to the transport network that are necessary as a result of the proposed development.

Policy 16 - Soils

Development on prime agricultural land will only be supported if:

a) it is on land allocated for development in this Local Development Plan or meets a need identified in the Strategic Development Plan;
b) there is a specific locational need for the development;
c) it is for small scale development directly linked to a rural business; or
d) it is for renewable energy generation or mineral extraction, and the proposals include provision for the site to be returned to its former status.

Development should avoid the unnecessary disturbance of peat and carbon-rich soils. Best practice must be adopted in the movement, storage, management and reinstatement of peat and carbon-rich soils.

Where peat and carbon rich soils are present on an application site, a depth survey must be undertaken which demonstrates that areas of deep peat have been avoided as far as is possible. A peat management plan must also be produced, detailing mitigation measures which demonstrate

that the unnecessary disturbance, degradation or erosion of peat will be avoided. It will also need to be demonstrated that adverse impacts on the soil resource during the construction and operational phases of a development will be minimised and the development will not result in a net increase in CO2 emissions over its lifetime.

Policy 17 - Brownfield Development

The Council offers in principle support for proposals to bring brownfield sites in the urban area into beneficial use.

Proposals for the temporary greening of brownfield sites will be supported where it is demonstrated that they will deliver a positive impact to the local environment and overall amenity of the area. For sites identified for development in this Plan, temporary greening projects should not prejudice the future development of the site.

Proposals for advanced structure planting to create a landscape framework for future development on sites identified in the Plan will be supported.

Development proposed on land that the Council considers to be potentially contaminated will only be supported where a survey has identified the nature and extent of any contamination present on site and set out a programme of remediation or mitigation measures that are acceptable to the Council and ensure that the site can be made suitable for the proposed use.

Policy 23 - Network of Centres Strategy

The preferred locations for the uses set out in Schedule 6 are within the network of town and local centres identified in Schedule 7. Proposals which accord with the role and function of the network of centres as set out in Schedule 7 and the opportunities identified in Schedule 8 will be supported. Proposals for Schedule 6 uses outwith the network of centres or not conforming with the role and function of a particular centre will only be supported if it can be demonstrated that:

a there is not a suitable sequentially preferable opportunity;
b there will not be an unacceptable impact on the vibrancy, vitality or viability of other centres within the network of centres; and
c there are clear community or economic benefits that can be best achieved at the proposed location.

Proposals for Business (Class 4), residential and hotel uses will also be supported in town and local centres.

Policy 26 – Business and Industrial Development Opportunities

Business, industrial, and storage or distribution uses (Class 4, 5 and 6) on the sites listed in Schedule 8 and shown on the Proposals Map, will be supported.

CONSULTATIONS

Head Of Service - Roads and Transportation –

1. Parking should be provided in accordance with the National Roads Development Guidelines:

Use class	Car parking	Bicycle parking
Class 1 – retail	3 spaces per 100m2 GFA	1 space per 400m2 for staff and 1 space per 400m2 for customers
Sui generis – Take Away	5 space per 100m2	1 space plus 1 space per 50 car parking spaces

Class 6 – Storage	1 space per 50m2	1 space per 500m2 for staff 1 space per 1,000 m2 for visitors

2. The proposed premise use is:
   - A tool hire unit (approx. 234m2) – class 6; this requires 5 parking spaces.
   - 2 retail units (approx. 212m2) – class 1; this requires 7 parking spaces; and
   - A takeaway (approx. 57m2) – sui generis; this requires 3 parking spaces.

   The total parking requirement for the proposed development is 5+7+3 = 19 parking spaces. The drawing A100 Location Plan shows 24 parking spaces, of which one is marked with a fence to be built through it making it unusable making it 23 spaces which meets the parking requirement for the site.

3. Parking bays shall have minimum dimensions of 2.5m×5.0m with minimum 6m aisle. The car park gradient should not exceed 10%.

4. At least 3 spaces shall be designated as disabled bays. These parking bays shall be 2.9m×5.5m with a 1m strip around it. The drawing A100 Location Plan shows 4 disabled bays, which is acceptable.

5. The cycle parking requirement for the overall development is 6 spaces.

6. The applicant should demonstrate that a visibility splay of 2.4m×25.0m×1.05 can be achieved from the proposed access.

7. The proposed development will have an impact on the existing street lighting, accordingly a lighting and electrical design for adoptable areas will be required for each site.

   A system of lighting shall be kept operational at all times within the existing public adopted areas.

8. Drawing A100 shows black rectangles of varying sizes and undeclared purpose. They appear to be for use as storage – their size and GFA shall be declared by the applicant to update the parking requirements.

9. A Section 56 Agreement will be required for any changes to the public road network.

10. Flood Risk Assessments (FRAs) are required for all applications for Industrial or commercial developments greater than 250m2, however, in this instance an FRA is not required as the site is not at risk from flooding from either coastal, fluvial (watercourse), pluvial (surface water).

    The submitted Surface Water Management Plan notes the site currently discharging unattenuated runoff onto Southfield Avenue. SWMP will restrict all site runoff up to and including the 1 in 200-year plus 41% allowance for climate change to 3.3l/s, which is the minimum achievable discharge rate whilst ensuring a minimum orifice size above 75mm diameter, which is acceptable.

    The SWMP notes that attenuation will be achieved via permeable paving and cellular storage crates that have been sized to fully accommodate the 1 in 200-year plus climate change event and shows no flooding from the site. At all times surface water should be attenuated within the development boundary.

Head of Service- Public Protection–

Conditions recommended in respect of contaminated land, detailed specification of the ventilation and extraction system to serve the hot food takeaway and detailed specification of waste containers.

Advisory notes recommended in respect of site drainage, rats, drains and sewers, design and construction of buildings- gulls, consultation on the proposed use in relation to ventilation requirements.

Scottish Water-

Scottish Water has no objection to this planning application. The applicant should be aware that this does not confirm that the proposed development can currently be serviced. Please read the following carefully as there may be further action required. Scottish Water would advise the following:

Water Capacity Assessment • There is currently sufficient capacity in the Greenock Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment • There is currently sufficient capacity for a foul only connection in the Inverclyde Waste Water Treatment works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

PUBLICITY

The application was advertised in the Greenock Telegraph on 20th December 2024 as a Schedule 3 'Bad Neighbour' development.

SITE NOTICES

The nature of the proposal did not require a site notice.

PUBLIC PARTICIPATION

The application was the subject of neighbour notification. 36 representations were received, 34 in support of the proposal and 1 objecting to the proposal and 1 neutral comment.

The comments in support can be summarised as follows:

- Local shops will benefit the local community.
- Local tool hire will benefit the community; there is not a facility like this within Port Glasgow and Kilmacolm area.
- Will provide employment for local community.
- Trusted applicant.
- Good use of vacant land.
- Appropriate design with acceptable access, parking and minimal impact on surrounding neighbours.
- It creates natural surveillance of the adjacent open space to deter anti-social behaviour.

The comments objecting to the proposal can be summarised as follows:

- Increased traffic, the road is already too busy with the new development.
- Not sufficient parking for the proposed shops.
- Groups of youths will hang around the shops and this will encourage anti-social behaviour.
- There are plenty of shops within walking distance of this site.
- Odours from takeaway will impact amenity of nearby residents.

Neutral comment can be summarised as follows:

- Loss of wildlife on site and surrounding area? Foxes present in this area.
- The development may create pollution or affect low carbon emissions footprint?
- Will the building obstruct the view of the water as building height is not clear.
- Change in topography not clear.

These points will be addressed within my assessment, below.

ASSESSMENT

The material considerations in determination of this application are the National Planning Framework 4 (NPF4); the 2019 adopted and 2021 proposed Inverclyde Local Development Plan (LDP); the impact on the role, function and amenity of the site and surrounding area; the consultation responses and the representations received.

NPF4 policies 1, 9, 13, 14, 15, 26 and 28 are of most relevance to this proposal and support development proposals that will consider the global climate and nature crises; result in the sustainable reuse of brownfield land, including vacant and derelict land and buildings; where the transport requirements generated have been considered in line with the sustainable travel; there is an improvement on the quality of an area; where they are consistent with the six qualities of successful places; contribute to local living including 20-minute neighbourhoods where employment and local shopping facilities are provided; where business and industrial uses and retail are supported where compatible with the surrounding area and with residential amenity.

The proposal requires to be assessed against the relevant policies of the adopted and proposed Inverclyde LDP, the relevant policies outlined above.

Policy 1 of both LDPs requires all development to have regard to the six qualities of successful places. The relevant qualities to this proposal in Policy 1 are being "Distinctive" in reflecting local architecture and urban form; being "Adaptable" by ensuring buildings and land can be adapted for a range of uses and to avoid buildings or spaces that will become neglected or obsolete; being "Resource Efficient" by making use of existing buildings and previously developed land, around public transport nodes; being "Easy to Move Around" well connected, with good path links to the wider network, recognising the needs of pedestrians and cyclists; being "Safe and Pleasant" by avoiding conflict between adjacent uses by having regard to adverse impacts that may be created by noise; smell; vibration or air quality; avoiding creating spaces that are unsafe or likely to encourage and facilitate anti-social behaviour and crime; and minimising the impact of traffic and parking on the street scene; and being "Welcoming" in integrating new development into existing communities and creating attractive and active streets. Policy 6 of both Plans supports low and zero carbon generating technology. Policies 7 of both Plans specifically addresses waste management in the design of new development. Policies 8 and 9 of adopted Plan and 9 and 10 of the proposed Plan address flooding and drainage. Policies 11 and 12 of the proposed Plan specifically address the impact on the transport network. Policy 16 of both Plans addresses contaminated land. Policy 17 of the proposed Plan offers in principle support for proposals to bring brownfield sites within the urban area into beneficial use. Policy 22 of the adopted Plan and Policy 23 of the proposed Plan and Policy 26 of both Plans define the preferred location for specific uses such as retail and business and industry.

Under Policy 28 of NPF4, Policy 22 of the adopted Plan and Policy 23 of the proposed Plan development proposals for retail must be consistent with the town centre first principle and will be directed to existing town and local centres, on allocated sites on edge of commercial centres, and not supported in out of centre locations unless it contributes to local living 20-minute neighbourhood and it can be demonstrated to contribute to the health and wellbeing of the local community. The LDP Policies also state that proposals outwith the network of centres will only be supported if it can be demonstrated that there is not a suitable sequentially preferable opportunity; there will not be an unacceptable impact on the vibrancy, vitality or viability of other centres within the network of centres; and there are clear community or economic benefits that can be best achieved at the proposed location.

The application site is a vacant, brownfield site within the settlement boundary within a residential area. The principle of development on brownfield land generally complies with Policy 9 of NPF4 and Policy 17 of the proposed Plan. Given the asphalt surface from the previous use remains on site it is not considered to have naturalised and therefore the biodiversity value of the site is not considered

to be of merit. The site also contains no natural heritage designations and therefore development is not considered to be of any adverse implications to biodiversity.

The site is undesignated within both LDPs. The proposed uses are not directed to this location, as it is outwith a town or local centre. They are therefore considered 'local facilities' under Schedule 6 of both Plans, which states that new uses outwith the town and local centres shall not exceed 250 square metres in total. The proposed uses present a total floor space of approximately 559m2, thus well exceeding the 250 square metre total. In this regard, the applicant has submitted supporting information which references similar sized local retail facilities which are in close proximity to residential dwellings. Reference was also made to the fact that neighbourhood shopping facilities were demolished in recent years at Burnside Avenue (in close proximity to the site) in which these facilities could replace. Nevertheless, assessment must consider the suitably of the proposal at this site, the impact and acceptability of the proposed uses in terms of the overall amenity impact and whether the proposed uses are compatible with the character and functionality of the surrounding area and to the benefit of the local community.

Considering the site and its surrounding area, the nearest local centre is Dubbs Road which is approximately 223 metres and 7-minute walk from the site, with the nearest town centre being Port Glasgow. Vacancies are likely to exist in these centres that could accommodate the units and the proposed uses. It should be noted that at the time of assessment, vacancies currently exist in the nearby Dubbs Road local centre. Given its proximity to the site, the Dubbs Road local centre can provide local facilities which comply with the Policy 15 of NPF4 local living and 20-minute neighbourhoods and should be directed to this area in the first instance, in the interest of sustainability, in utilising existing resources and infrastructure. This proposal therefore raises concern of overprovision of local facilities in the area which could adversely impact the vibrancy, vitality or viability of other existing centres. The large scale of this proposal essentially creates a new local centre, when the existing local centre within the catchment of surrounding residential properties, can be argued to be not being utilised to its full potential. There is an understanding that there are community or economic benefits of introducing retail at this location, given it will serve and be accessible to surrounding residential properties, which is recognised by comments in support received by representation. However, the benefits could be offset by drawing trade away from the existing local centres/facilities. In this regard, sufficient evidence has not been provided to conclude that no preferable, appropriate, suitable and available opportunities/sites exist. As such, the proposal cannot be seen to accord with the principles of Policy 28 of NPF4 and with Policy 22 of the adopted Plan and Policy 23 of the proposed Plan.

Notwithstanding the above assessment, further assessment is required in relation to the amenity impact of the proposed uses and compatibility with the surrounding area's character and functionality. It is noted that generally the proposed uses will not present the same level of quietude as experienced currently within this predominantly residential area. This is particularly relevant in relation to the noise and odour associated from the proposed hot food takeaway and any concern of noise disturbance from the proposed tool hire. Consultation responses from the relevant departments are prudent in assessment of such matters.

The Head of Public Protection has offered no objection and noting the suitably distant position from residential properties. Conditions are recommended in respect of detailed specification of the ventilation and extraction system to serve the hot food takeaway, detailed specification of waste containers and contaminated land. On this basis, it can be concluded that on application of appropriate conditions and advisory notes that the proposal would not result in any adverse implications to residential amenity. It is acknowledged there are no specific requirements in relation to noise for the proposed uses and should there be any excessive noise this should be directed to Head of Public Protection as this is addressed via separate legislation.

With regards to traffic management, flooding and drainage, the Head of Service Roads and Transportation offers no objection and has confirmed that the satisfactory provision of parking and cycle storage, access, gradient and drainage provision. Scottish Water offered no objection with advice to the applicant which can be placed as an advisory note on any grant of planning permission.

With reference to other concerns raised by representation and not yet addressed, there is nothing to suggest that the proposal would lead to groups of youths gathering or anti-social behaviour and perceptions over the potential for such behaviour does not justify the refusal of planning permission. Loss of view is not a material planning consideration however, given the proposed site levels and building heights there is not any significant obstruction or loss of view caused by the development. The proposed site plan and topographical information indicates that the small hill at the south-western corner of the site is to be retained.

Turning to overall form and design, I consider the proposal to have an acceptable visual impact within the site and its surroundings. The land engineering/excavation works and setback position of the buildings from the neighbouring residential properties and Southfield Avenue is welcomed in causing no overbearing effect or dominance in the streetscape or when viewed from higher level flatted residential properties behind the site. Detailed specification of the proposed boundary treatments and landscaping would require further specification.

In light of the above consultations, it can be further concluded that the proposal meets the "Easy to Move Around", "Safe and Pleasant" of Policy 1 of both Plans; Policy 13 of NPF4, having regard to adverse impacts that may be created by noise; smell; vibration or air quality; avoiding creating spaces that are unsafe; and minimising the impact of traffic and parking on the street scene.

In conclusion, Section 25 of The Town and Country Planning (Scotland) Act 1997 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The proposal fails in respect of Policy 28 of NPF4 and Policies 22 of the adopted Plan and Policy 23 of the proposed Plan. Having fully assessed the proposal, it is not considered that there are any material planning considerations that indicate that a position contrary to this should be taken. Planning permission should be refused for the reason as set out below.

RECOMMENDATION

That the application be refused for the following reason:

1. The proposal in respect of location and scale does not accord with the sequential approach which directs retail development to town and local centres. It therefore fails to accord with Policy 28 of NPF4, Policy 22 of the adopted Inverclyde Local Development Plan and Policy 23 of the proposed Inverclyde Local Development Plan.

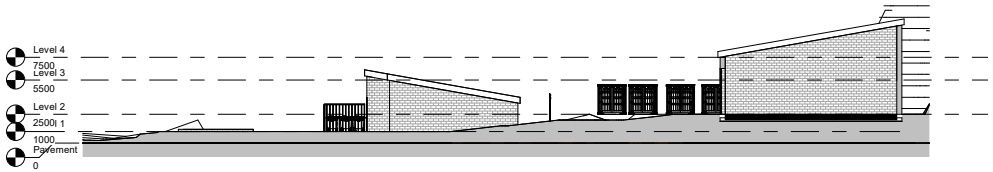
Signed:

[redacted]

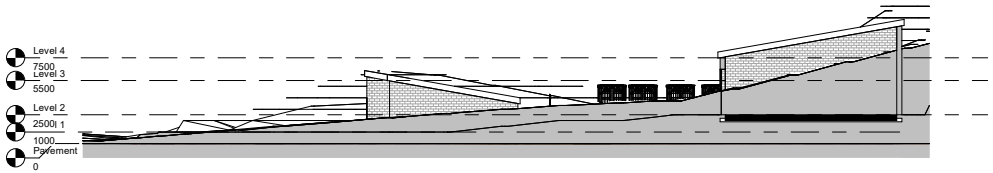
[redacted]

Carrie Main
Case Officer

Stuart W Jamieson p.p. 26/02/2025
Service Director
Environment and Regeneration



1 **Section 1 Proposed Topo**
1 : 200



2 **Section 1 Existing Topo**
1 : 200

Rev	Description	Date

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE

AUTODESK
www.autodesk.com/revit

PROJECT
Southfield

TITLE
Sections Topo

CLIENT
Owner

DRAWN BY	CHECKED BY	DATE
DD	DD	28/09/24

SCALE (@ A1)	PROJECT NUMBER
1 : 200	Project Number

DRAWING NUMBER	REV
A104	

1 : 1
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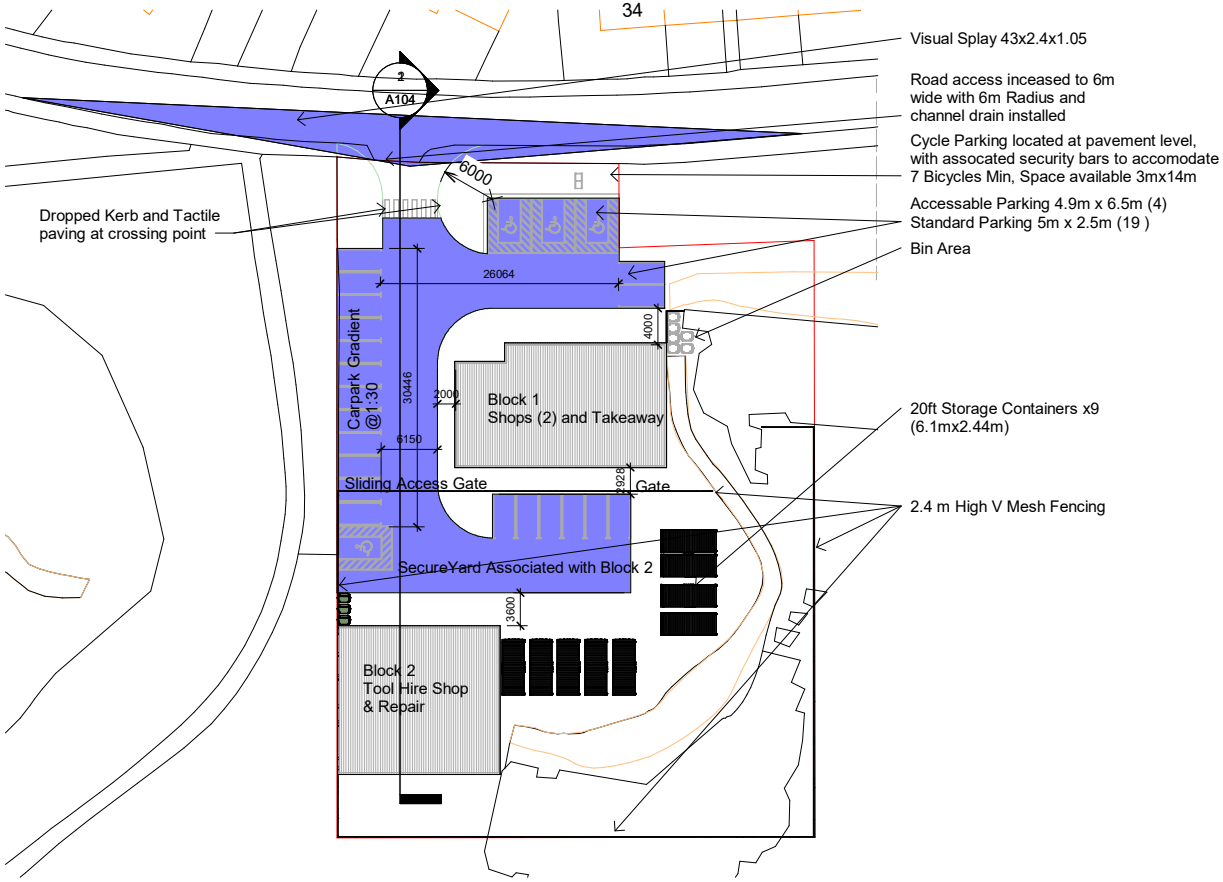
28/09/2024 20:03:13



1 Site Roads

1 : 500

1 : 1

0 10 20 50 100mm

No.	Description	Date
A	Revision 2	01/02/25

www.autodesk.com/revit

CODE	STATUS	SUITABILITY DESCRIPTION	PURPOSE OF ISSUE

PROJECT: Southfield

SHEET: Site 002

CLIENT: Owner

Date	Project number	Scale (@ A3)
01/02/25	Project Number	1 : 500

Drawn by	DRWAING NUMBER	REV
DD	A101	A

Checked by: DD

01/02/2025 14:12:01

Ref: Planning Review
Contact: David Daisley
Telephone: 07939 649 590
E-mail: DDAISLEY@HOTMAIL.COM
Date: 19/11/24

David Daisley
ABCDE

Ref: Southfield

Dear Sir/Madame,

Re: Case Review

Further to Planning application we would refer to

- 21/0027/IC
- 17/0412/IC
- Demolished Site at Burnside Ave which contained shops with flats above within 100m of proposed site, granting permission would be a replace this lost facility.
- The Granting of said application would allow the growth of a small independent tool hire company.
- A similar facility is existing- Dempster St, Greenock, PA15 4EG. (Closer to Residential unit than proposed plan).

Yours Faithfully
David Daisley

SURFACE WATER MANAGEMENT PLAN CHECKLIST

Application ref:

	Item	Provided? (Y/N)	Submission Section Ref.	If 'N', comment reason
1	Location Plan	Y		
2	Pre-development overland flow path arrows for site and surrounding land. Post-development flow paths for site and surrounding area (on separate plan to pre-development).	Y	4.6 & Appendix F	
3	Area of impermeable surface (positively drained area) in proposed development	Y	4.2	
4	Greenfield runoff calculations for impermeable area	Y	4.1	
5	Confirmation that attenuation is provided to allow 1:200-year return period event (including a climate change allowance) discharge at the lesser of*: • 1:2 year greenfield runoff rate; • 4.5l/s/ha of impermeable area *Subject to minimum 75mmØ flow control (3l/s)	Y	4.2	
6	Confirmation that the first 5mm of rainfall is managed at a plot level, where appropriate and runoff is managed in stages as it drains through the site	Y	Appendix E	
7	Volume of attenuation required to allow discharge at greenfield rate (m^3)	Y	Appendix E	
	Volume of attenuation provided within the proposed drainage layout (m^3)	Y	Appendix E	
	Volume of long-term storage provided in landscape and drainage features across the site	N		Long term stoage not adopted
8	Hand calculations or Hydraulic modelling outputs with pipes included and 1:30-year return period event (including a climate change allowance) and 1:200-year+CC outputs (1:1000-year+CC for civil/critical infrastructure[2])	Y	Appendix E	
9	Drainage drawing with manhole numbers that cross reference with the hydraulic modelling outputs	Y	Appendix F	

	Item	Provided? (Y/N)	Submission Section Ref.	If 'N', comment reason
10	Confirmation that 1:30-year+CC event remains in drainage features and that 1:200-year+CC remains attenuated on site safely	Y	4.3	
11	Confirmation of who will adopt and maintain the surface water system including SuDS	Y	4.7	
12	Confirmation where the surface water ultimately discharges	Y	4.4	
13	Confirmation that appropriate water quality measures (SuDS treatment) is included in the design in line with the relevant guidance.	Y	4.5	
14	Confirmation that infiltration testing has been undertaken for drainage infiltration systems, prior to determination	N	4.4	Infiltration unsuitable
15	If discharging surface water to public sewer – confirmation that Scottish Water agree in principle to proposed connection	Y		
16	Confirmation that safe and dry pedestrian and vehicular access and egress is afforded to all properties	Y	4.6	
17	Self-Certification Declaration (Certificate A1) and Independent Check Declaration (Certificate B1) signed by a Chartered Professional with either ICE or CIWEM	Y	Appendix B	

10. FURTHER REPRESENTATION SUBMITTED FOLLOWING RECEIPT OF NOTICE OF REVIEW

From: Elsie Craynor
To: Colin MacDonald
Subject: Re: Southfield Avenue, Port Glasgow - Inverclyde Council Local Review Body
Date: 11 March 2025 12:49:32

I was surprised when planning permission was refused.
Martin would be creating jobs for local people with the structures he is proposing to erect.
In an area where unemployment it high this project will help getting people back to work.
He also has people willing to move into the units he intends to build.
It will also transform the area.

E Craynor

On Tue, 11 Mar 2025, 11:17 Colin MacDonald, <Colin.Macdonald@inverclyde.gov.uk> wrote:

> Classification : Official
>
> Good Morning,
>
> Please find attached a letter from the Head of Legal, Democratic, Digital & Customer Services at Inverclyde Council in relation to a Notice of Review that has been submitted for Planning Application 24/0252/IC (Land at Southfield Avenue, Port Glasgow).
>
> Kind regards,
>
> Colin MacDonald
>
> Senior Committee Officer
>
> Inverclyde Council
>
> Municipal Buildings
>
> Greenock
>
> PA15 1LY
>
> Email: colin.macdonald@inverclyde.gov.uk
>
> Phone: 01475 712113

11. SUGGESTED CONDITIONS SHOULD PLANNING PERMISSION BE GRANTED ON REVIEW

24/0252/IC - Review - Suggested Conditions

Should planning permission be granted on review the following conditions are suggested.

Conditions

1. The development to which this permission relates must have commenced within 3 years from the date of this permission.

   Reason: To comply with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).

2. That detailed specification and samples where necessary of all facing materials to be used on the buildings and associated infrastructure shall be submitted to and approved in writing by the Planning Authority prior to their use. The approved materials shall thereafter be used unless an alternative is agreed in writing by the Planning Authority.

   Reason: To ensure the acceptability of the materials in the interests of amenity.

3. That all vehicular, pedestrian and parking areas shall be sealed to a final wearing course prior to the building hereby permitted being brought into use.

   Reason: In the interests of vehicular and pedestrian safety.

4. No development shall commence until details of all boundary treatments are submitted to and approved in writing by the Planning Authority. The erection of the approved boundary treatments shall then be completed prior to the occupation of the buildings and should remain in place unless otherwise agreed with the Planning Authority.

   Reason: In order to ensure an appropriate level of amenity and to safeguard the amenity of neighbouring occupants and surrounding uses.

5. No development shall commence until a Landscaping Plan/Scheme has been submitted to and approved in writing by the Planning Authority. The Plan should include all hard and soft landscaping works. Soft landscaping proposals should include species and size of individual tree and or/shrub and planting densities and a programme for the preparation, completion and subsequent on-going maintenance and protection of all landscaping works.

   Landscaping works shall be carried out in accordance with the approved scheme. All planting, seeding or turfing as may be comprised in the approved details shall be carried out in the first planting and seeding seasons following the commencement of development, unless otherwise stated in the approved scheme.

   Any trees or plants which within a period of five years from the completion of the development die, for whatever reason are removed or damaged shall be replaced in the next planting season with others of the same size and species.

   Reason: In order to ensure that an acceptable standard of landscaping is achieved, appropriate to the location of the site.

6. The buildings shall be designed to ensure that at least 15% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies, details of which shall be submitted to and approved in writing by the Planning Authority prior to the erection of the building, hereby approved.

Reason: To comply with the requirements of Section 72 of the Climate Change (Scotland) Act 2009.

7. Development shall not commence until details of a survey for the presence of Japanese Knotweed has been submitted to and approved in writing by the Planning Authority and that, for the avoidance of doubt; this shall contain a methodology and treatment statement where any is found. Development shall not proceed until appropriate control measures are implemented. Any significant variation to the treatment methodology shall be submitted for approval, in writing by the Planning Authority prior to implementation.

Reason: To help arrest the spread of Japanese Knotweed in the interests of environmental protection.

8. Development shall not commence until an Environmental Investigation and Risk Assessment, including any necessary Remediation Scheme with timescale for implementation, of all pollutant linkages has been submitted to and approved, in writing by the Planning Authority. The investigations and assessment shall be site-specific and completed in accordance with current codes of practice. The submission shall also include a Verification Plan. Any subsequent modifications to the Remediation Scheme and Verification Plan must be approved in writing by the Planning Authority prior to implementation.

Reason: To satisfactorily address potential contamination issues in the interests of human health and environmental safety.

9. Before the development hereby permitted is occupied the applicant shall submit a report for approval, in writing by the Planning Authority, confirming that the works have been completed in accordance with the agreed Remediation Scheme and supply information as agreed in the Verification Plan. This report shall demonstrate that no pollutant linkages remain or are likely to occur and include (but not limited to) a collation of verification/validation certificates, analysis information, remediation lifespan, maintenance/aftercare information and details of all materials imported onto the site as fill or landscaping material. The details of such materials shall include information of the material source, volume, intended use and chemical quality with plans delineating placement and thickness.

Reason: To ensure contamination is not imported to the site and confirm successful completion of remediation measures in the interest of human health and environmental safety.

10. The presence of any previously unrecorded contamination or variation to anticipated ground conditions that becomes evident during site works shall be brought to the attention of the Planning Authority and a Remediation Scheme shall not be implemented unless it has been submitted to and approved, in writing by the Planning Authority.

Reason: To ensure that all contamination issues are recorded and dealt with appropriately.

11. Exact details and specification of the ventilation and extraction systems to serve the café/restaurant / hot food takeaway, including the proposed odour mitigation measures, shall be submitted for the approval in writing by the Planning Authority before the occupation and use of the premises. For the avoidance of doubt the details and specification to be submitted shall include:

    a) the exhaust point of the ventilation system being situated at a point most distant from opening windows of neighbouring residential properties and taking cognisance of the environmental conditions in the area including the immediate topography of the area.
    b) ensuring that the exhaust air is expelled from the exit point at sufficient temperature/velocity to ensure it is taken away from nearby residential properties.
    c) the maintenance/management scheme for the ventilation and filtration system; and
    d) the mechanical and electrical installations being arranged to ensure that the ventilation system operates during periods when the premises are open for the preparation and/or cooking of food.
    e) the ventilation, filtration and extraction systems shall then be implemented as approved with the systems retained and maintained/managed for as long as the premises remain as a cafe /restaurant/ hot food takeaway.

Reason: To protect residents from nuisance resulting from cooking odours.

12. Development shall not commence until details of the containers to be used to store waste materials and recyclable materials produced on the premises as well as where the containers are to be located have been submitted to and approved in writing by the Planning Authority. The approved containers shall be implemented on site before the first use/occupation of the use of the development and thereafter retained in position.

Reason: To protect the amenity of the immediate area, prevent the creation of nuisance due to odours, insects, rodents, or birds.