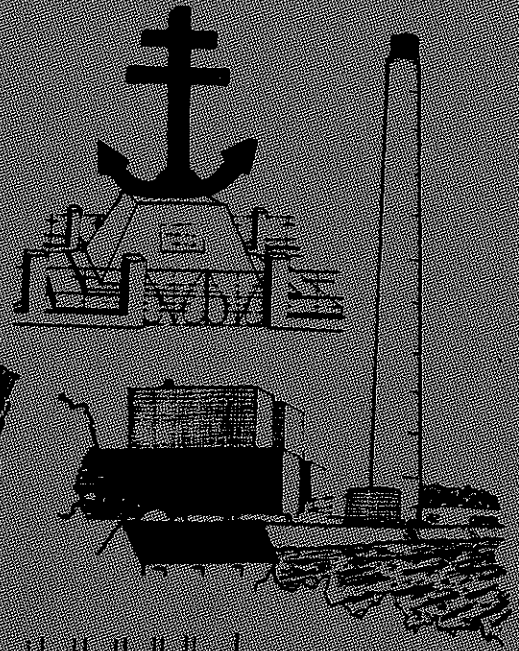
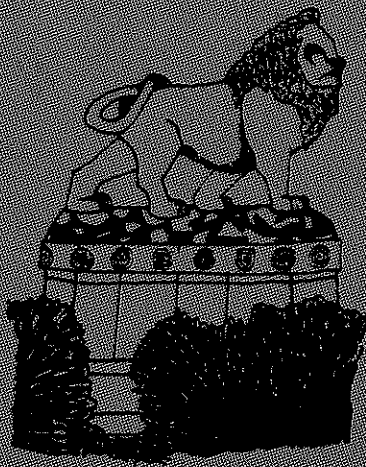
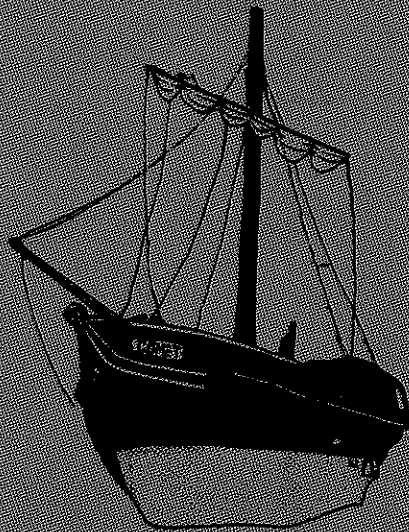
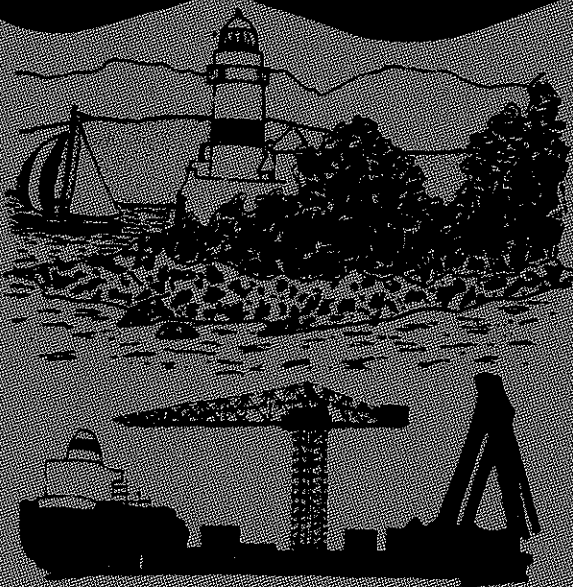
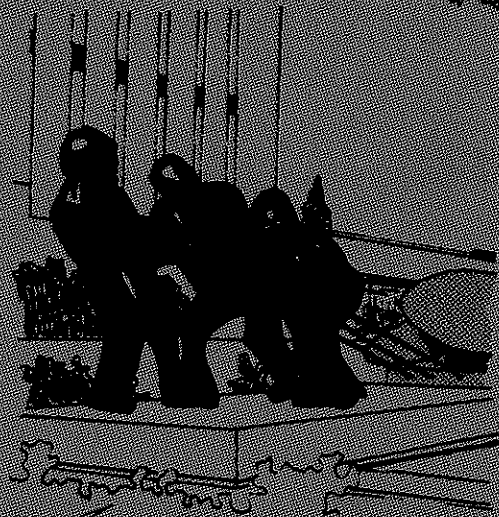


Local Plan



Inverclyde **Local Plan**



Inverclyde District Council

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This is a certified true copy of the Written Statement comprising the Inverclyde District Local Plan approved by Inverclyde District Council on 1/10/1985 and which the District Council adopted on 30/6/88.

SIGNED: James S. Macleod DATED: 30th June 1988

Director of Planning and Technical Services



INTRODUCTION

INTRODUCTION

THE LOCAL PLANNING FRAMEWORK

Inverclyde District was created on the reorganisation of local government in 1975 from the Burghs of Greenock, Port Glasgow and Gourock and the 5th District of Renfrew County. The District is one of nineteen that form Strathclyde Region, and Inverclyde's location within the Region is shown in the following map.

Local government reorganisation in 1975 introduced a new "two tier" approach to forward planning whereby Regional Councils are obliged to prepare Structure Plans (broad strategic frameworks for development and investment) and District Councils prepare more detailed Local Plans for their area to guide development and change for the foreseeable future. Accordingly, Inverclyde District Council is statutorily obliged to prepare local plans to cover the entire District, thereby replacing the now obsolete "old style" Development Plans.

The Structure Plan for Strathclyde has been in force since 1981. In March 1988 the Secretary of State for Scotland approved the Regional Council's Structure Plan Update which revised a number of the Plan's policies.

Under the Town and Country Planning (Scotland) Act 1972 and 1977, the Local Government (Scotland) Act 1973 and the Town and Country Planning (Structure and Local Plan)(Scotland) Regulations 1983, district planning authorities are required to prepare local plans for all parts of their district. These plans must relate the broad policies of the regional structure plan to the local situation and provide a basis for future development proposals, including guidelines for development control.

The main functions of the local plan are:

- i) To apply the strategy of the Structure Plan specifically to the local plan area.
- ii) To provide a detailed basis for development control, by allocating sites for specific purposes and defining areas where particular policies will apply.
- iii) To provide a framework for co-ordinating public and private development.
- iv) to bring local and detailed planning issues before the public.

THE STAGES OF THE LOCAL PLAN

In producing a Local Plan, the District Council has three primary responsibilities. The first is to carry out a survey which should comprehensively re-appraise all those matters, considered necessary to allow the reasonable formulation of policies and proposals. The second is the preparation of these policies and proposals as a draft Plan and the third is to inform and consult with the public at all appropriate stages.

The Report of Survey for the Inverclyde Local Plan was issued in January, 1982. Full public discussion of the document was encouraged during January and February 1982 by means of a travelling exhibition and a public meeting held in Greenock Town Hall. The Report of Survey summarised the results of the survey and identified the main issues to be tackled in the Local Plan.

Following the period of consultation with the public and a range of interested bodies, consideration was given to these main issues with a view to producing policies and proposals.

Thereafter a consultative Draft Local Plan was published in September 1984 to give the public and all other bodies an opportunity to comment. A series of exhibitions and three public meetings were held to elicit public comment during September and October.

The District Council then considered and took account of all representations received. Where appropriate the necessary alterations were incorporated into the Finalised Local Plan. There were also a number of alterations which were required to update the document.

A public local enquiry was held into objections to the Finalised Local Plan. As a result of this modifications were made to the Finalised Plan. Objections were invited to the proposed modifications. The plan has now been altered to reflect the modifications.

THE FORMAT OF THE LOCAL PLAN

The Inverclyde Local Plan comprises two main parts, namely, the Written statement and the Proposals Maps; these are inter-related and cross-referenced to each other.

The Written Statement (this document) sets out the District Council's policies and proposals for the Local Plan Area. The Proposals Maps illustrate, on Ordnance Survey base plans, the actual areas to which the policies and proposals relate.

The major Proposals Map for the built-up areas has been prepared at a scale of 1:10,560. However, to show the proposals for the town centres of Greenock, Gourock and Port Glasgow in more detail, a series of inset maps have been prepared at a scale of 1:2500. To illustrate the implications of the policies and proposals for the more extensive rural area there is also a map at a scale of 1:25000.

In keeping with the Report of Survey, Draft and Finalised Local Plans, the present document is produced on the same topic basis with the individual chapters on Housing; Industry and Employment; Transportation; Environment; Shopping and Offices; Leisure, Recreation and Tourism; Health and Community Services; Education; Public Utilities; Development Control; and Resources and Implementation.

Each chapter begins with a restatement of the main issues which arose from the Report of Survey, printed on yellow paper. The main body of each chapter contains the draft policies and proposals for that topic, prefaced by the Plan's objectives relating to that topic. Each policy and proposal is accompanied by a brief statement of the reasoning behind it.

For ease of reading within each chapter the policies and proposals have been grouped into various topic headings. To distinguish the policies and proposals from the remainder of the text they have been printed in capital italics and indented.

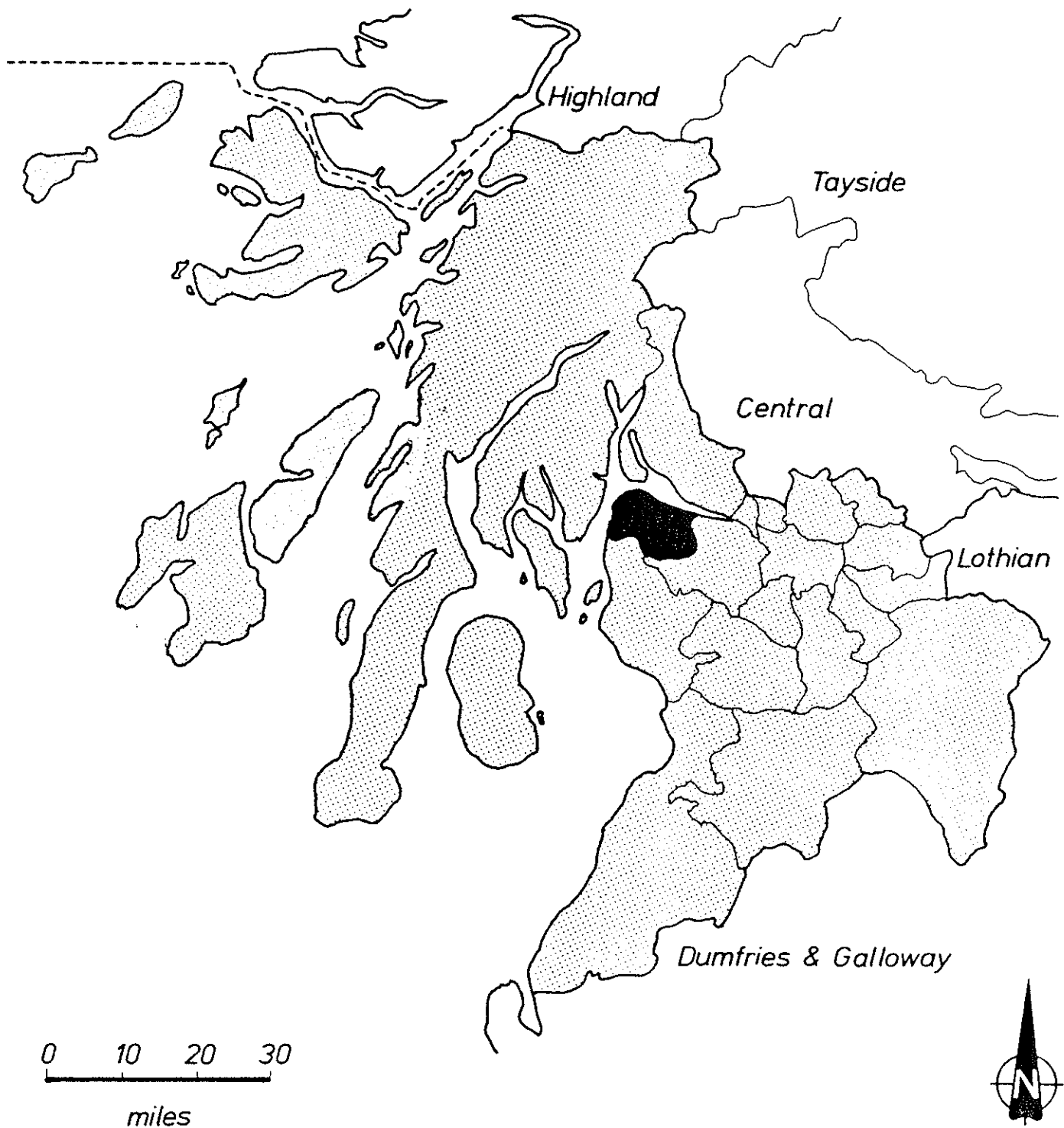
The policies consist of two main types, although they are not distinguished in the text. There are general, broad-based policies which are not site-specific, and other policies which relate to the development of, or change to, specific areas. Proposals are commitments relating to physical development or action and are identified on the Proposals Maps.

Inverclyde District/Strathclyde Region

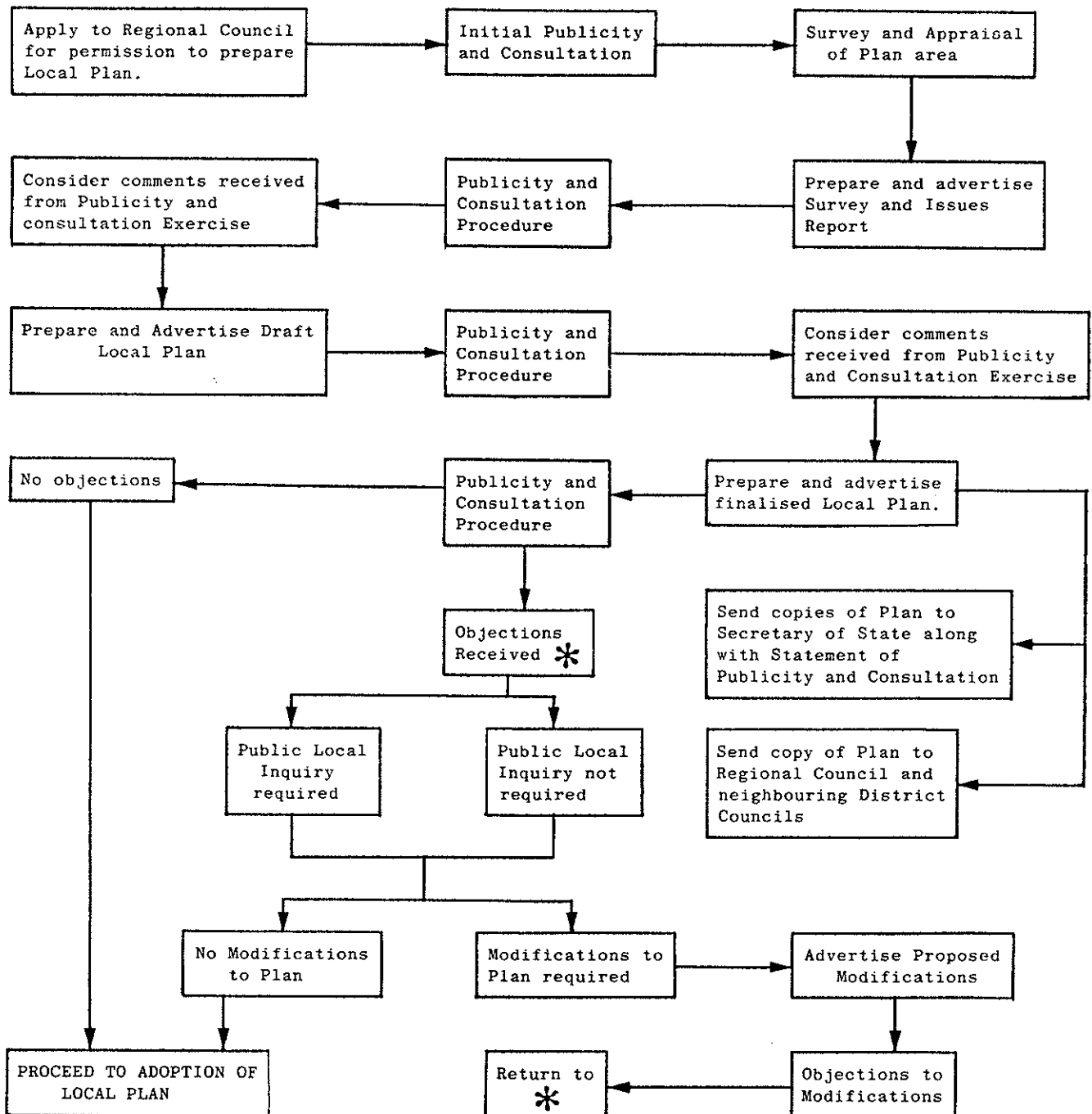
Inverclyde



Strathclyde



STAGES OF THE LOCAL PLAN FIG. 1.1



There are a number of policies and proposals which do not fit precisely within a single topic and are referred to in two or more chapters. In such cases policies or proposals are cross-referenced in the relevant chapters.

In formulating policies and proposals the District Council has taken account of many factors including existing statements concerning policy. The Secretary of State has given local authorities guidelines in respect of matters of strategic or national significance and the Local Plan complies with these guidelines.

As already mentioned, the Local Plan operates in conjunction with the Structure Plan for the Region. It is important, therefore, that the Local Plan reflects the relevant terms of the strategy for Strathclyde.

At the local level, consideration has been given to existing District Council policies and proposals and many of these have been embodied in the Local Plan. Similarly, the development proposals of other public bodies (e.g. Health Board, S.D.A., Regional Council) and private enterprises have as far as possible, been included.

THE LOCAL PLAN PERIOD

Although a time horizon for a Local Plan can only be approximate, it is desirable to strike a balance between the need to safeguard land for a particular development or use and the desirability of avoiding unnecessary blight. In general only those developments which the Planning Authority realistically expect could be started within a reasonable period (normally not more than 10 years) have been formulated as policies and proposals.

The Inverclyde Local Plan will cover an initial period of 5 years from the date of its preparation and the detailed proposals shown on the Proposals Maps should be implemented within that 5 year period along with some of the policies. However, the Plan will look beyond that horizon to a 6-10 year period in which more tentative policies are put forward.

The number of committed projects (i.e. proposals) are restrained by the current economic uncertainty and by the financial restrictions placed on the District Council by central government. The Local Plan therefore contains a large number of policies which could become committed developments (proposals) during the course of the Local Plan period. It is considered necessary to include these, as yet uncommitted finalised projects, in the Local Plan, since they provide a comprehensive view of the optimum target, and provide an outline programme with clear targets for future commitments.

During the present economic uncertainty it is especially important that the Local Plan should be regularly reviewed and updated. Such monitoring of the Local Plan on an annual basis will enable appropriate policies to be advanced to the status of proposals, where finance permits.

The Local Plan will, therefore, be a flexible document capable of adjusting to changing circumstances.

Every effort will be made to ensure that the Local Plan contains the most up-to-date information on development proposals and other statistics available at the time of preparation.

Whilst the many "general" policies in the Plan will be applicable throughout the course of the plan, the proposals and some of the present policies (i.e. those relating to specific development) may be fulfilled during the Plan period. Conversely, new proposals and even specific policies will arise and be added to the Plan.

HOUSING

HOUSING - MAIN ISSUES

What can be done to balance the demands of the existing and future populations with the District's housing stock to ensure an adequate supply of acceptable housing, and in particular:

- (a) How can the Plan help to stabilise the District's declining and unbalanced population and prevent the continued migration of the working population to other areas?
- (b) Given that there are sufficient potential sites and yet an apparent unsatisfied demand for private dwellings, is there a need to identify more attractive and appropriate sites?
- (c) What measures should be taken to deal with unsatisfactory Council housing requiring modernisation, major remedial works or replacement? * (See footnote)
- (d) What provision should be made to deal with the older private housing areas, often located in the original central areas of the District's former Burghs?
- (e) What provision should be made to meet the housing needs of special groups such as single persons, one parent families, handicapped and elderly persons and the homeless; and in particular how can the supply of sheltered housing be increased to the minimum recommended standard of 800 units?
- (f) What consideration should the Plan give to the problems and deficiencies of those areas recognised as being physically and socially deprived?

* Footnote

The treatment of Council houses requiring modernisation and remedial works is not considered a Local Plan matter because it does not relate to land use, change or development. The District Council's Housing Plan deals with this topic in some detail.

HOUSING

OBJECTIVE

To ensure the provision of an adequate quantity and quality of housing throughout the District to meet the future needs of the population.

OVERALL DEVELOPMENT STRATEGY

As in many spheres, the Local Plan is required to reflect and comply with Strathclyde Regional Council's Structure Plan. The latter's broad objective in terms of housing is to concentrate residential development within existing urban areas.

POLICY
Ha *IN ACCORDANCE WITH THE STRATHCLYDE STRUCTURE PLAN, DEVELOPMENT WILL BE DIRECTED TO INFILL AND REDEVELOPMENT SITES WITHIN THE EXISTING BUILT-UP AREAS.*

This policy seeks to direct new house building from a greenfield situation not in urban use to urban sites that are vacant, under-utilised or in poor condition and as such in need of redevelopment. The application of this policy will help maintain the viability of older urban areas, as is currently proving successful in Glasgow's East End.

The Local Plan, like the Structure Plan, seeks to contain new development, as far as possible, to the existing settlements thereby protecting the countryside from further urban or residential development. The boundaries of the existing settlements in Inverclyde are defined by the limits of the Greenbelt.

POLICY
Hb *RESIDENTIAL DEVELOPMENTS WITHIN THE GREENBELT, AS DEFINED ON THE PROPOSALS MAPS WILL BE OPPOSED UNLESS THE DEVELOPMENT IS SHOWN TO BE IN ACCORDANCE WITH POLICY ENa.*

The countryside is a valuable resource, particularly in Inverclyde where it presents an attractive contrast to the towns. The Greenbelt principle is well established and if it were not applied the quality of the hinterland, especially around the towns, would be threatened whilst the rural economy could be damaged. However, as explained in relation to Policy ENa, development that meets the social and economic needs of the rural environment will be exempted from this policy.

The Local Plan, therefore, no longer regards as suitable for housing those sites which are outwith the defined settlements and do not have the benefit of a current planning permission for residential development. This applies to those areas which were previously zoned for residential use in the former Development Plans.

Notwithstanding this strategy there are a number of contrary developments which have the benefit of planning approval. There is particular concern over the large greenfield developments which were approved by the former Renfrew County Council for sites at Inverkip.

POLICY
Hc *SHOULD THE IMPLEMENTATION OF THE VARIOUS PROPOSALS, GENERALLY REFERRED TO AS THE INVERKIP NEW COMMUNITY, NOT PROCEED, THE LOCAL PLAN WILL REINSTATE THOSE AFFECTED AREAS AS PART OF THE GREENBELT AND THEIR USE FOR AGRICULTURAL PURPOSES WILL BE PROTECTED.*

As at 31st December 1987 outline planning permission and approval of reserved matters existed for the development of 4 sites at Inverkip. Prior to this date planning permission had lapsed for 3 further sites comprising the original "New community" area. Consequently, permission existed on 31st December for the development of 803 houses of which 36 have been completed at Millhouse Road, Inverkip.

The remainder of this Chapter deals with the more detailed implications of how the District's housing needs can be met within the framework of the above strategy. Assessments of the various elements that constitute the District's housing need were contained in the Report of Survey and the District Council's Housing Plan for 1983-88. As far as the Local Plan is concerned, attention is restricted to the requirements of additional housing and with the need to improve the quality of the existing stock.

FUTURE HOUSING DEVELOPMENTS

The detailed provisions for additional housing are divided between those for general needs housing and those for specialised housing. General needs housing incorporates all the various sizes and types of mainstream dwellings whilst specialised housing caters for groups such as the elderly and the handicapped.

General Needs Housing

Although the District's population has shown a continued decline in recent years (from 113,760 in 1951 to 99,565 in 1981), the number of separate households has increased and is expected to increase further over the Plan period. This apparent contradiction is the result of the enormous increase in single person and single parent households. There will therefore be a continuing demand for additional general needs housing of various types and tenure.

In particular, the demand for more private housing will continue and a land allocation is required to meet the maximum requirements of the house-builders for 200 dwellings per year. In the context of the overall strategy, the search for sites where new general needs housing could take place during the Plan period falls into three categories, the first of which includes those sites where construction work has begun, leaving a residual capacity to be completed.

PROPOSAL
H1

THE FOLLOWING SITES ARE BEING DEVELOPED FOR HOUSING:

<u>LOCATION</u>	<u>HOUSES COMPLETED</u>	<u>TOTAL NOS OF DEVELOPMENTS</u>
HYDRO, WEST GLEN RD. KILMACOLM	37	72
LANGBANK DRIVE, KILMACOLM	2	9
NURSERY GROVE, KILMACOLM	18	22
VICTORIA NURSERY, KILMACOLM	4	49
LAIRDS GARAGE, HIGH ST. KILMACOLM	16	19
118 FINNART STREET, GREENOCK	-	2
36 NICOLSON STREET, GREENOCK	-	12
BALLOCH ROAD, GREENOCK	2	4
AUCHNEAGH ROAD, GREENOCK	24	49
ELDON ST/JOHNSTONE ST. GREENOCK	-	2
FORT MATILDA, GREENOCK	58	89
RENTON ROAD, GREENOCK (PHASE 2)	9	123
43/47 PRINCES STREET, PORT GLASGOW	-	2
26a LILYBANK ROAD, PORT GLASGOW	-	2
INVERKIP ROAD, GREENOCK	-	8
LEVAN MEADOWS, GOUROCK (PHASE 3)	52	72
LEVAN MEADOWS, GOUROCK (PHASE 4)	2	27

LARKFIELD ROAD, GOUROCK	75	264
MILLHOUSE ROAD, INVERKIP (PHASE 2)	10	66
INVERKIP HOUSE, INVERKIP	1	4
DOUGLIEHILL ROAD, PORT GLASGOW	94	248
TRUMPETHILL 'A', GOUROCK	2	10
CARWOOD STREET, GREENOCK	-	3
QUARRIERS HOMES, KILMACOLM (SITE 1)	5	21
QUARRIERS HOMES, KILMACOLM (SITE 3)	-	16
HILL FARM, INVERKIP	-	74
BOGSIDE FARM, INVERKIP	-	194

It is anticipated that the development of the above sites will be completed within the Plan period. Indeed most of the proposed houses are likely to be constructed within the next two to three years. This proposal will obviously need regular review and subsequent modification to keep it up to date. Not only will the house completions require up-dating but the list of sites will change with locations being removed or added.

All of the sites listed above are being developed for private housing.

The second category consists of those sites which have the benefit of planning permission and, as such, are those where work could be expected to begin during the Plan period.

POLICY
Hd

THE LOCAL PLAN RESERVES THE FOLLOWING SITES FOR HOUSING DEVELOPMENT:

<u>LOCATION</u>	<u>APPROX. CAPACITY</u>
BROUGHAM STREET, GREENOCK	18
8 EAST CRAWFORD STREET, GREENOCK	4
29 FORSYTH STREET, GREENOCK	16
21 MOORFIELD ROAD, GOUROCK	3
GOUROCK ROPEWORKS, PORT GLASGOW	10
PARKHILL, PORT GLASGOW	100
QUARRIERS HOMES, KILMACOLM (PHASE 2)	20
BROADFIELD HOSPITAL, PORT GLASGOW	N/A
ROAD SITE, WEMYSS BAY	79
TOUGH ROPES, GREENOCK	55
ST. ANDREW'S DRIVE, GOUROCK	4
TRUMPETHILL 'B', GOUROCK	12
S.S.E.B. SITE, WEMYSS BAY	125
CASTLE SITE, WEMYSS BAY	40
KNOCKBUCKLE FARM, KILMACOLM	2
WHITELEA ROAD, KILMACOLM	4
22 DEMPSTER STREET, GREENOCK	4
152 INVERKIP ROAD, GREENOCK	8
1 CAMPBELL STREET, GREENOCK	20
HOUSTON STREET, GREENOCK	4
BRISBANE STREET, GREENOCK	8
87 OCTAVIA TERRACE, GREENOCK	6
WHITECROFT, BARR'S BRAE, PORT GLASGOW	2
BUNGALOW SITE, WEMYSS BAY	60
WHITELEA ROAD, KILMACOLM	46
* AUCHENBOTHIE, KILMACOLM	15

A restricted residential development of the site will only be permitted where this enables the existing listed building to be conserved. Any such development should be concurrent with a conversion of the existing house and will preclude any suggestion of further residential development.

The above Policy and Proposal only include sites where three or more units are proposed and therefore exclude a number of smaller sites with permission for one or two houses.

The total potential capacity from H1 and Hd would be approximately 2113. The annual house building completion rate for the five year period up to 31st December 1987 was 201 dwellings (excluding housing associations).

However, it is necessary to introduce a degree of flexibility into the residential land supply by establishing a margin beyond the estimated need. For example, the demand or need for new houses could rise dramatically or alternatively the development of some of the reserved sites may not proceed due to unforeseen construction or economic difficulties. There may also be underutilised sites within the urban area which will prove to be more attractive for residential development than some of those which already have permission.

Accordingly, the District Council feels there is a strong case for identifying more sites for future residential development to provide a margin and thereby widen the choice of sites.

The third category of site includes those which although they lack a current planning permission, are considered suitable for residential development.

POLICY IN ADDITION TO POLICY Hd THE LOCAL PLAN RESERVES THE FOLLOWING
He SITES FOR RESIDENTIAL DEVELOPMENT.

<u>LOCATION</u>	<u>APPROX. CAPACITY</u>
28/33 SHORE STREET, GOUROCK	11
BRANCHTON ROAD, GREENOCK	30
1-3 DEMPSTER STREET, GREENOCK	20
GOUROCK PIERHEAD	*
JAMES WATT DOCK, GREENOCK	*
CUSTOM HOUSE QUAY, GREENOCK	*
LADYBURN SIDINGS, GREENOCK	120
TRUMPETHILL 'C', GOUROCK	5
109 WELLINGTON STREET, GREENOCK	9
MERINO MILL, GREENOCK	N/A
27 BROUGHAM STREET, GREENOCK	6
GLEN CRESCENT, INVERKIP	N/A
KNOCKBUCKLE ROAD, KILMACOLM	25
TOTAL:	<u>226</u>

* (The Plan identifies Key areas within the District which are likely to form the focus of the Inverclyde Initiative's attention. A development brief for these "Special Areas" is summarised in Policies SAa - SAe (pages 125-129), and include provision for residential development. However, the uncertain capacity which might be accommodated on part or all of each Special Area is reflected by the above asterisk.).

The above sites accord with the requirements of Policies Ha and Hb and are considered appropriate for residential development. Indeed some have had the benefit of a planning permission for residential development.

In total, the Local Plan has reserved sites suitable for general needs housing which could provide at least 2354 dwellings during the Plan period. This figure could be increased through the possible development for residential purposes of a proportion of the Special Areas identified in Policies SAa - SAe.

Further to the sites contained in the above Policies, special mention is required of the possible residential development of part or all of two additional sites within Greenock.

POLICY
Hf

IN ADDITION TO THE SITES LISTED IN POLICY He, THE SITE AT NETHER AUCHENLECK, PORT GLASGOW IS RESERVED FOR GENERAL NEEDS HOUSING. THIS SITE SHOULD ONLY BE DEVELOPED IN THE EVENT OF A SHORTFALL IN HOUSING LAND SUPPLY AND SUBJECT TO THE SATISFACTION OF THE ROADS AUTHORITY'S ENGINEERING STANDARDS.

The Roads Authority expressed serious objections to the inclusion of the site in Policy He of the Draft Local Plan. It is claimed that the site's physical constraints are so severe that it should only be considered for residential development in the event of a shortfall in the supply of residential land.

POLICY
Hg

THE COMPREHENSIVE REDEVELOPMENT OF THE MERINO MILL TO WELLINGTON PARK AREA IN GREENOCK FOR RESIDENTIAL AND RECREATIONAL PURPOSES IS CONSIDERED APPROPRIATE.

This large site includes the underutilised Wellington Park, the Tough Ropework's site and the former Merino Mill and adjacent garden allotments.

The site of the former Tough Ropeworks within the area already has planning permission for 55 houses, while part of the former Merino Mill had permission in outline for approximately 40 dwellings. Although this permission has lapsed and the remainder of the former Mill is currently used for industrial and commercial purposes, the Local Plan favours the comprehensive treatment of this untidy area. Since the area is located within a generally residential neighbourhood, its most appropriate future use would be for housing. Although housing should be the predominant long term use, other complimentary uses, such as recreational facilities would be acceptable, for example the reutilisation of Wellington Park for active recreation, referred to in Policy Ll.

Specialised Housing

Mention has been made earlier in this chapter of the lowering of the average household size due to the increasing number of single person and single parent families now forming separate households. Although many of these additional households require general needs housing, a large proportion will consist of elderly or handicapped persons in need of specialised housing.

Strathclyde Regional Council has recently completed a survey of all the District's households to ascertain the precise numbers of persons in Inverclyde who are chronically sick or disabled. Once the survey's results have been released, the exact needs of the District for sheltered and amenity housing for the handicapped and elderly will be revealed.

However, to meet the standard minimum requirements per 1000 population suggested by a government report, the District requires a minimum of 400 units of sheltered housing in addition to the stock already in existence or under construction. It also requires a minimum of 100 units especially designed for wheelchair uses, in addition to the existing stock.

Nevertheless, the provision of specialised housing by the District Council and various Housing Associations has been considerable in recent years, and it is hoped this will continue despite the current economic restrictions.

Single persons wishing to set up a separate household but lacking in the necessary funds to purchase or rent a general needs house are also creating a demand for specialised shared accommodation.

An additional specialised housing consideration involves the needs of incoming and essential workers. This is currently met by the Scottish Special Housing Association who are likely to provide further housing of this kind in Inverclyde during the Plan period.

PROPOSAL H2 IT IS ANTICIPATED THAT THE FOLLOWING SPECIALISED HOUSING DEVELOPMENTS WILL BE COMPLETED DURING THE PLAN PERIOD:

<u>LOCATION</u>	<u>CAPACITY</u>	<u>AGENCY</u>
14-16 BANK ST. GREENOCK	Hostel	STRATHCLYDE REGIONAL COUNCIL
LOCHWINNOCH RD. KILMACOLM	50	McCARTHY AND STONE
QUARRIERS HOMES, KILMACOLM (SITE 4)	12	BARRATT

The District Council has agreed to release the site at Bank Street, Greenock to the Regional Council for the construction of a hostel for the mentally handicapped. However, if the estimated demand for specialised housing is correct, then it is important that more sites are identified and reserved for this purpose.

POLICY Hh THE LOCAL PLAN RESERVES THE FOLLOWING SITES FOR THE PROVISION OF SHELTERED OR SPECIALISED HOUSING:

<u>LOCATION</u>	<u>APPROX. CAPACITY</u>
BAY STREET, PORT GLASGOW	50 *
BROADSTONE AVENUE, PORT GLASGOW	30
CADDLEHILL STREET, GREENOCK	22
CATHCART STREET, GREENOCK	5
CROSSHILL 'C', CROSSHILL RD. PORT GLASGOW	24 (Home for the Elderly)
CUSTOM HOUSE QUAY, GREENOCK	N/A *
FLORENCE ST/MARY ST., GREENOCK	12
94-96 HOLMSCROFT STREET AND	
6-8 MOUNT PLEASANT STREET, GREENOCK	15
LYNEDOCH ST/HAY ST/HOPE ST. GREENOCK	30
15 MEARNS STREET, GREENOCK	8
207-109 OLD INVERKIP ROAD, GREENOCK	30
29-31 ROXBURGH STREET, GREENOCK	7
THOM STREET, GREENOCK	3
5 TRAFALGAR ST/54-58 REGENT ST. GREENOCK	9
19-25 TRAFALGAR STREET, GREENOCK	16
18-24 WEST STEWART STREET, GREENOCK	12
28 WEST STEWART ST. AND 5 JAMAICA ST. GREENOCK	6
107 SHORE STREET, GOUROCK	N/A
TOTAL:	279

* (These sites are included in the Special Areas Policies SAa - SAE and as such have an uncertain capacity).

These sites are all considered appropriate for specialised needs. The larger sites, capable of accommodating over 20 units would be suitable for sheltered housing, while the remainder could be utilised for other forms of special housing.

Conclusion

The Regional Council is continually reassessing the supply and demand for differing housing needs throughout Strathclyde. The District Council conducts a similar review and as such the Local Plan will be required to take account of the volatile character of the housing market, the unpredictable nature of population trends and the presence of unknown factors, such as the Inverkip proposals.

POLICY
Hi

THE LOCAL PLAN WILL KEEP UNDER REVIEW THE DEMAND FOR AND SUPPLY OF SUITABLE SITES FOR SPECIALISED, SHELTERED AND GENERAL NEEDS HOUSING. THIS WILL INCLUDE THE MONITORING OF THE TAKE UP OF THE SITES RESERVED FOR GENERAL NEEDS AND SHELTERED HOUSING AND CONSIDERATION OF THE CONVERSION OF EXISTING PROPERTIES TO MEET THE SPECIALISED NEEDS OF SINGLE PERSON AND SINGLE PARENT HOUSEHOLDS. PARTICULAR ATTENTION WILL BE GIVEN TO THE RESIDENTIAL CONTENT OF THE "SPECIAL AREAS" AS THE INVERCLYDE INITIATIVE IS PROGRESSED.

As part of this review, consideration should be given to the allocation for general needs housing of those sites, currently reserved for specialised housing in Policy Hh, which may prove unsuitable for such a specialised use. Conversely, should any of the sites identified for general needs housing prove to be more suitable for a specialised housing development then an appropriate departure from the current Plan would be acceptable.

The Inverclyde Initiative is likely to stimulate a number of developments during the Plan period, probably on one or more of the Special Areas identified in Policies SAa - SAe. The extent to which these developments might include residential elements is unknown at present. However, as these and other developments elsewhere in the District progress, reappraisals will be required of the estimated demand for and supply of land for housing.

IMPROVING THE HOUSING STOCK

The internal improvement and repair of sections of the District's housing stock is not a matter of direct concern to the Local Plan. However, the qualitative condition of the stock could have implications for the use of land within Inverclyde over the next five years. For example, if the condition of part of the stock is such that remedial repairs cannot be implemented, then demolition will be required and the most appropriate use for the cleared site adopted. Consideration should also be given to the requirement and possible location for housing to replace the demolished dwellings.

POLICY
Hj

THE DISTRICT COUNCIL WILL CONTINUE TO MONITOR THE NEED FOR MAJOR REMEDIAL WORKS THROUGH ITS HOUSING PLAN. IN CASES WHERE THE NECESSARY WORKS CANNOT BE IMPLEMENTED AND THE DEMOLITION OF SOME PROPERTIES IS CONSIDERED ESSENTIAL, NEW USES WILL BE IDENTIFIED.

The District Council, as the predominant house owner, is well aware of the economic, social and environmental problems that neglected housing can produce. Unfortunately, the limited local authority budgets of recent times have greatly restricted the amount of work possible on remedial repairs, house modernisation or environmental improvements.

In many instances, however, it will be possible to upgrade the older sections of the housing stock so precluding any need to demolish basically sound properties. There are within the central areas of the major urban centres, pockets of such tenemental properties which house well established communities. To avoid their premature demolition and to bring these properties up to the "tolerable standard" and in possession of all the "standard amenities" (as defined by the Housing (Scotland) Act 1974), the District Council have designated a number of Housing Action Areas for Improvement.

POLICY THE LOCAL PLAN SUPPORTS THE COMPLETION OF THE EXISTING
Hk PROGRAMME OF HOUSING ACTION AREAS FOR IMPROVEMENT AS
 IDENTIFIED BELOW:

<u>LOCATION</u>	<u>NO. OF DWELLINGS</u>
<u>THE WELLPARK HOUSING ACTION AREA -</u>	
BANK STREET	60
LYLE STREET (SOUTH)	51
LYLE STREET (NORTH)/LYNEDOCH STREET	36
10-28 LYNEDOCH STREET	28
REGENT STREET	33
34-66 LYNEDOCH STREET	30
<u>THE GREENOCK WEST HOUSING ACTION AREA -</u>	
81/83 HOLMSCROFT STREET	16
NEWTON STREET/INVERKIP STREET	24
71/73 NICOLSON STREET	16
NELSON STREET	149
15-17 CARWOOD ST/ 2-4 BAWHIRLEY ROAD	35

Other areas of tenemental property may be considered for future treatment as Housing Action Areas. The extent of the rehabilitation and possible redevelopment work will depend upon the extent of funding that will be made available by the Housing Corporation.

Unfortunately, it would prove financially impractical to improve some properties.

POLICY THE LOCAL PLAN SUPPORTS THE DESIGNATION OF HOUSING
H1 ACTION AREAS FOR DEMOLITION WHERE REHABILITATION
 IS NOT FEASIBLE.

RESIDENTIAL DEVELOPMENT CONTROL POLICIES

The Development Control chapter of the Written Statement contains a range of policies relating to different categories of possible development. These policies lay down a range of formalised standards, which will help the planning authority to reach consistent decisions on planning applications relating to all manner of development. The maintenance of these standards is especially important in residential areas and for this reason it is appropriate to emphasise that such standards are fundamental to the protection of these areas.

In relation to future residential developments, the standards include safeguards as to the density, open space provision, landscaping, road design, car parking provision and phasing of each development.

POLICY NEW HOUSING DEVELOPMENTS SHOULD INCORPORATE THE
Hm GENERAL PRINCIPLES SET OUT IN POLICY DCb.

In relation to established housing areas it is important that development control standards are available to protect an area from the intrusion of unsympathetic developments. It is important that the only non-residential elements introduced into a residential area are

those which offer a necessary ancillary service, such as a corner shop or health facility. Consideration of ancillary development will take into account the requirement for the facility and its likely effect on the amenity and character of the area. The development standards should also relate to the extension of existing properties, so that minor domestic alterations do not detract from a residential area's overall amenity.

POLICY

Hn

THE PROPOSALS MAP IDENTIFIES THOSE AREAS WHERE THE PREDOMINANTLY RESIDENTIAL CHARACTER IS TO BE MAINTAINED. DEVELOPMENT NOT ANCILLARY TO LOCAL RESIDENTIAL USE WILL NOT BE PERMITTED. EXTENSIONS TO EXISTING RESIDENTIAL PROPERTIES SHOULD INCORPORATE THE STANDARDS SET OUT IN POLICY DCc. THIS POLICY ALSO APPLIES TO THOSE AREAS WHERE DEVELOPMENT WORKS HAVE COMMENCED AS IDENTIFIED IN PROPOSALS H1 AND H2 AND POLICY Hk. IT WILL ALSO APPLY TO THOSE OTHER AREAS IDENTIFIED IN POLICIES Hd, He and Hk WHEN DEVELOPMENT WORK IS COMMENCED.

It is important that new housing areas are protected by this policy as well as those which are already clearly established residential areas. It is also important that their protection applies during the course of a site's development, since there is often a considerable time lag between occupation of the first dwelling to completion of the total development.

The Environment and Development Control chapters contain more detailed development control policies including some peculiar to the District's Conservation Areas and Areas of Special Control. These detailed control policies will also have implications for some residential areas in certain instances.

INDUSTRY and EMPLOYMENT

INDUSTRY AND EMPLOYMENT - MAIN ISSUES

- (a) Can the industrial base be further diversified to provide a more balanced employment structure that would be less reliant on the traditional industries now suffering widespread decline?
- (b) Following on from this, can new jobs be created within the under-developed services sector and specifically can the identified potential in Inverclyde for Leisure and Tourism be maximised?
- (c) How much land should be allocated for future industrial development and how much of this is it possible to provide given the constraints that exist?
- (d) Is it possible to identify a limited number of larger sites for industrial development in preference to the numerous small sites identified?
- (e) To what extent are vacant industrial premises unsuitable for modern requirements and does this necessitate up-grading or redeveloping them?
- (f) Allocating areas for future industrial use can result in the sterilisation of some land; if so, is there anything that can be done to avoid it?
- (g) Should further advance factory units be erected bearing in mind the past success on the one hand but the shortage of funds on the other?

INDUSTRY AND EMPLOYMENT

OBJECTIVES

1. *To create a more diverse and stable industrial structure by maximising the industrial and employment potential of Inverclyde.*
2. *To increase the attractiveness of the District for industrial and commercial development.*

STIMULATING ECONOMIC GROWTH

The local economy, as discussed in the Report of Survey, suffers from basic problems, manifested by high and increasing unemployment. This disturbing situation is clearly unacceptable and the District Council is anxious to improve matters. Accordingly, the Local Plan aims to provide a basis for improvement. This will be approached in two main ways. Firstly, there is the physical provision for growth and secondly there is the removal of the atmosphere of decline thereby making the District more conducive to economic growth.

It should be noted that industry and employment is not necessarily restricted to manufacturing processes as the significance of service activities (e.g. shops, offices, distribution trades, tourism) in the local economy should not be underestimated.

The most important step towards achieving industrial growth involves the provision of the necessary facilities or the allocation of land for development. Much has been achieved in this respect as the numerous new factories bear witness. However, if the local economy in general and high unemployment in particular are to be tackled realistically then the provision for new development must increase.

POLICY
Ia *THE LOCAL PLAN SEEKS TO MAINTAIN AN ADEQUATE SUPPLY OF LAND FOR INDUSTRIAL DEVELOPMENT THROUGHOUT THE PLAN PERIOD. AS SUCH, THE ALLOCATION OF INDUSTRIAL SITES IN THE PLAN WILL BE MONITORED AND REVIEWED TO ENSURE IT IS SUFFICIENT.*

Accordingly, the Local Plan reserves sites for industrial use, including land that is available and ready for development (See Policies Ii and Ij and the key sites identified in the Special Areas Chapter). This will ensure that demands for new development can be satisfied quickly.

Making available land for development is not in itself enough as many businesses, particularly smaller concerns, prefer renting accommodation. As such it is expedient to ensure that an adequate supply of suitable accommodation is available and that this supply keeps pace with demand. The provision of speculative advance factory development has in the past proven successful in generating much needed industrial growth. It caters for both indigenous and incoming enterprises and helps create both new manufacturing and service employment.

POLICY
Ib *THE LOCAL PLAN WILL MONITOR AND REVIEW THE PROVISION OF FACTORY ACCOMMODATION THROUGHOUT THE LOCAL PLAN PERIOD WITH A VIEW TO ENSURING A CONTINUALLY ADEQUATE SUPPLY.*

In the past, public sector initiative and finance have been responsible for advance factory building with the District Council (and the former Greenock Burgh), Regional Council and S.D.A. all contributing. It is hoped that these authorities will support this policy and that the private sector will also contribute.

Whilst making available industrial land and buildings provides the physical means of accommodating industrial growth, the Local Plan recognises that this alone is not enough. These efforts may be undermined unless accompanied by a campaign of industrial promotion and attraction making industrialists aware of the District's potential.

Publicising this potential is one method of achieving this, whilst the provision of aid, financial and advisory, is a measure that could prove beneficial. Furthermore, the District's image is a critical element in attracting new firms. In this respect publicity is important, drawing attention to what the District has to offer not only in industrial and economic terms, but in other ways such as housing, amenities and leisure opportunities. The physical appearance of the District must, therefore, be as favourable as possible and this emphasises the need to enhance the local environment and provide new facilities and amenities.

The District Council's resources and powers to carry out industrial promotion are limited, therefore the contribution of the S.D.A., Regional Council and private sector will be important.

In view of the District Council's limited resources it is vital that advantage is taken of any outside measures from which the District might benefit. In this respect Inverclyde is fortunate as it can call upon two sources of special assistance.

The Inner Urban Areas Act was introduced in 1978 to assist and encourage economic development in those areas of greatest need. Inverclyde was identified as a District to benefit from this Act.

POLICY
Ic

THE PROVISIONS OF THE INNER URBAN AREAS ACT WILL BE FULLY EXERCISED AND DIRECTED AT UPGRADING THE OLDER INDUSTRIAL AREAS IN THE DISTRICT.

As a "designated" District, the District Council has authority to offer mortgage facilities, loans and grants to facilitate the improvement and extension of industrial premises as well as for a general enhancement of the environment of older industrial and commercial areas. The financial assistance available through this Act originates from Central Government and, therefore, will not necessarily tax the District Council's budget.

Furthermore, under the terms of this Act the District Council is able to designate "Improvement Areas" where treatment would be especially beneficial.

POLICY
Id

THE DISTRICT COUNCIL HAS DECLARED "IMPROVEMENT AREAS" WITHIN THE OLDER INDUSTRIAL PARTS OF GREENOCK AND PORT GLASGOW, AS SHOWN ON THE PROPOSALS MAPS. IMPROVEMENT SCHEMES WILL BE PREPARED FOR THESE AREAS.

Attention will be focused on these areas where the District Council, as agent for the Government, has further powers to apply grant assistance for improvements. The proposed improvement schemes will provoke, guide and co-ordinate change and, with the co-operation of owners and occupiers, these schemes will be implemented through the Plan period.

The Inner Urban Areas Act also enables "designated" Districts to give grants or loans towards the cost of establishing industrial co-operatives or common ownership enterprises. Steps should be taken to foster interest in this scheme whilst provision should be made for liaising with interested parties and offering advice and assistance, including suitable accommodation.

A Joint Economic Initiative for Inverclyde is being pursued by the District Council, Regional Council and S.D.A. This Initiative has been established to endeavour to regenerate Inverclyde's ailing economy.

POLICY
Ie

THE LOCAL PLAN SUPPORTS THE INVERCLYDE INITIATIVE AND ENDORSES THE NEED FOR A STRATEGY FOR ECONOMIC DEVELOPMENT.

The Regional Council introduced the concept of Joint Economic Initiatives to tackle the severe problems in many older industrial areas suffering decline. Inverclyde has been chosen as one of only twelve areas of economic need within Strathclyde where this concept should be applied.

The Inverclyde Initiative was launched in March, 1985. Through the activities of the Initiative projects will be identified with a view to diversifying the industrial base, stimulating local enterprise and mobilising skills from within the local community. To these ends environmental improvement is being pursued and key sites for development (See the Special Areas Chapter) have been identified. Much is expected of the private sector in realising the objectives of the Initiative and much will be done to attract private investment.

The importance of small businesses and local enterprise should not be underestimated as they can make a significant contribution to employment growth. Accordingly, it is expedient to encourage and provide for the establishment of small firms.

POLICY
If

PROVISION SHOULD BE MADE FOR ENCOURAGING A GROWTH IN SMALL BUSINESSES AND ACCORDINGLY THE LOCAL PLAN WILL SUPPORT IN PRINCIPLE MEASURES TO FOSTER GROWTH, INCLUDING THE PROVISION OF SUITABLE ACCOMMODATION.

Central Government gives financial assistance to small firms whilst the Regional Council and S.D.A. provide special aid and advice. The District Council does what it can to promote small businesses and in particular has been instrumental in providing appropriate premises. The private sector can also play its part by providing accommodation and the recent private conversion to part of the Merino Mill in Greenock illustrates what can be done.

The survey stage of the Local Plan revealed that the District had a comparatively low proportion of its workforce engaged in the service industries in relation to other areas. This may suggest that there is room for local expansion in this sector. A growth in these industries would not only create much needed new jobs but would further reduce the imbalance in the District's industrial structure dominated by a reliance on manufacturing industries.

POLICY
Ig

THE POSSIBILITY OF STIMULATING GROWTH WITHIN THE SERVICE INDUSTRIES SHOULD BE EXAMINED SERIOUSLY AND MEASURES TO ACHIEVE THIS IDENTIFIED. IN PARTICULAR THE POTENTIAL FOR DEVELOPING LEISURE AND TOURISM WITHIN INVERCLYDE SHOULD BE INVESTIGATED.

This subject requires special detailed consideration. Through the Inverclyde Initiative the possibilities for securing economic growth are being examined, including the opportunities for an expansion of the services sector. Hopefully, this will provide some of the answers not least the potential of developing leisure and tourism. The Local Plan will be amended in accordance with any development opportunities or specific proposals that are identified.

INDUSTRIAL DEVELOPMENT

If economic growth is to be achieved then specific provisions have to be made to accommodate expansion.

Whilst the Local Plan recognises the need to generate industrial development this will not be to the detriment of an acceptable land use pattern. As such industrial uses will, in general, be restricted to certain areas.

POLICY Ih NEW INDUSTRIAL DEVELOPMENT, INCLUDING EXTENSIONS TO EXISTING PREMISES, WILL ONLY BE PERMITTED WITHIN THE EXISTING PREDOMINANTLY INDUSTRIAL AREAS SHOWN ON THE PROPOSALS MAPS AND ON SITES SPECIFICALLY IDENTIFIED FOR INDUSTRIAL USE IN THE LOCAL PLAN.

This control is necessary to ensure that industrial development does not take place at inappropriate locations. As a result industrial development will normally be opposed elsewhere. However, in certain rare circumstances exceptions will be acceptable where vacant ground or buildings, not designated for other uses, are involved and detailed planning considerations can be satisfied. New industrial development anywhere within the District will require to conform to the terms of Policy DCd.

In deference to Policy Ia the allocation of land for industrial development is necessary.

POLICY Ii THE FOLLOWING SITES HAVE BEEN IDENTIFIED FOR INDUSTRIAL DEVELOPMENT AND CONSTITUTE "PRIME" INDUSTRIAL LAND. THESE SITES WILL BE RESERVED FOR INDUSTRIAL USE.

i)	LARKFIELD INDUSTRIAL ESTATE, GREENOCK	2.8 ha (6.9 acres)
ii)	VIRGINIA STREET, GREENOCK	0.1 ha (0.2 acres)
iii)	LYNEDOCH STREET, GREENOCK	0.8 ha (2.0 acres)
iv)	INGLESTON STREET/ORCHARD STREET, GREENOCK	0.5 ha (1.25 acres)
v)	RATHO STREET/MACDOUGALL STREET, GREENOCK	0.6 ha (1.5 acres)
vi)	CAPPIELOW, GREENOCK	0.4 ha (1.0 acres)
vii)	PORT GLASGOW ROAD/GIBSHILL ROAD, GREENOCK	0.3 ha (0.7 acres)
viii)	GIBSHILL ROAD, GREENOCK	0.9 ha (2.3 acres)
ix)	ANDERSON STREET, PORT GLASGOW	0.1 ha (0.2 acres)
x)	FORMER ROPEWORKS, NEWARK, PORT GLASGOW	
xi)	PORT GLASGOW INDUSTRIAL ESTATE	1.6 ha (4.0 acres)
xii)	KELBURN, PORT GLASGOW	4.0 ha (10 acres)
xiii)	CUSTOM HOUSE QUAY, GREENOCK	
xiv)	JAMES WATT DOCK, GREENOCK	
xv)	ARDGOWAN STREET, PORT GLASGOW	2.4 ha (5.9 acres)

These fifteen sites are intended to satisfy shorter term industrial needs as they are the most suitable for development in terms of size, condition, availability, location and preparedness. This is reflected in their "prime" status which is a term applied to sites available at short term notice and which are either already serviced or can be serviced at reasonable cost. Whilst not all the sites are presently of a standard commensurate with their "prime" status those that are not will be systematically upgraded to become marketable.

The potential area for development at sites x, xiii and xiv above have been omitted. This reflects their status as "key" sites included as Special Areas. The redevelopment of these areas is indeterminate as the accommodation of a combination of uses is feasible. As such it is impossible to predict at this stage the extent of future industrial development on these sites.

These sites provide 14.5 ha (35.9 acres) or more for industrial use, depending upon the extent of any industrial development at the three key sites identified (i.e. Newark, Custom House Quay and James Watt Dock). It is not possible at this stage to predict a total supply. If the industrial take up of ground at the three key sites listed reflects the maximum proportions indicated in Policies SAa, SAb and SAc then the total supply of "prime" land would be 33 ha. This corresponds with the Structure Plan allocation. There is, however, no guarantee that this assumption will prove realistic. Consequently, in view of this uncertainty over the size of the total allocation it is considered expedient to have a secondary, back-up supply to make good any deficiencies.

POLICY
Ij

THE FOLLOWING SITES WILL BE RESERVED FOR INDUSTRIAL USE AS
A BACK-UP TO THE "PRIME" SITES:

- i) INGLESTON STREET, GREENOCK 0.8 ha (2 acres) Vacant rectangular site in predominantly industrial area. Possibility of extension.
- ii) CLARENCE STREET (WEST), GREENOCK 0.2 ha (0.5 acres) Cleared, flat site adjacent to Container Terminal.
- iii) CLARENCE STREET (EAST), GREENOCK. 0.1 ha (0.25 acres) Small vacant site surrounded by industrial development.
- iv) POTTERY STREET/PORT GLASGOW ROAD, GREENOCK 3.0 ha (7.4 acres) Underutilised shipyard site presently bisected by a temporary road.
- v) SINCLAIR STREET, GREENOCK 2.4 ha (5.9 acres) Former railway yard and coal depot. Could be linked to James Watt Dock site.

These five "non prime" sites are vacant, derelict or underutilised and have potential for industrial development. However, they are not in the same state of readiness as those of prime status. It is intended that these sites serve longer term requirements, providing a second phase, to be developed as and when the need or demand arises. Notwithstanding this secondary status the early development of any of the "non prime" sites will not be discouraged.

It should be noted that land for development is becoming a scarce resource within the built-up areas of Greenock and Port Glasgow. Consequently with the implementation of the Greenbelt policy the supply of sites for future development is becoming restricted. It is important, therefore, that the best use is made of the limited quantity of sites that do exist.

The allocation of a more limited number of larger sites would be preferable to the relatively small-sized sites identified in Policies Ii and Ij. Whilst a site, or sites, for large scale industrial development has not been identified the Inverclyde Initiative is giving this matter its consideration. Should a site, or sites, be identified then, provided this is to the satisfaction of the District Council and the Regional Council, the Local Plan will be altered accordingly.

Between them Policies Ii and Ij provide a total of 21.0 has (52.0 acres) of land for industrial development. Whilst this may not seem adequate in light of the high local unemployment it is likely to be significantly augmented by industrial development in some or all of the key sites

identified in the Special Areas Chapter. The supply will be kept under review, as suggested by Policy Ia, but within the scope of a realistic balance between underprovision and overprovision.

It is also necessary to take measures to protect land earmarked for industry to ensure its continued availability for industrial development.

POLICY
Ik

SITES ALLOCATED FOR INDUSTRIAL USE WILL BE PROTECTED FROM ACTION THAT WOULD JEOPARDISE THEIR FUTURE USE FOR INDUSTRIAL PURPOSES. HOWEVER ENVIRONMENTAL IMPROVEMENT AND TEMPORARY USES WILL BE ENTERTAINED.

Unavoidably, throughout the Plan period a number of the sites allocated for future industrial use will lie unused awaiting development. In order to avoid the environmental deterioration of sites in this position and the wastefulness of having land lying idle, the temporary use of "non-prime" sites will in general be allowed while the landscape treatment of both categories will be supported.

In general this means that the development of industrial land or use of industrial buildings for other uses will be resisted. However, in his modifications to the Second Review of the Strathclyde Structure Plan the Secretary of State has directed that, in principle, the development of "prime" industrial land by the leisure, tourist or service industries could be appropriate. This is acceptable provided significant job creation occurs and industrial aspirations are unlikely to be frustrated.

POLICY
Il

THE ESTABLISHMENT OF WAREHOUSES, INCLUDING RETAIL DISCOUNT WAREHOUSES, IN MODERN INDUSTRIAL PREMISES AND ON SITES ALLOCATED FOR INDUSTRIAL DEVELOPMENT WILL IN GENERAL BE OPPOSED.

Conventional warehouses provide few jobs while retail discount warehouses can cause environmental and traffic problems. However, where a proposed warehouse is to make use of an industrial building that is unlikely to suit modern industrial preferences, or involves the redevelopment of such a site, then more favourable consideration will be given, provided normal planning criteria can be satisfied. Retail discount warehousing is limited by the terms of Policy Sd.

MAXIMISING EXISTING RESOURCES

Whilst making available sites for new industrial development is essential it is also important to make the most of existing resources.

Much has been said of the need to stimulate growth and provide new jobs but also of importance is the need to sustain existing industries. Accordingly, over and above the assistance and aid offered, it is necessary to minimise actions that might have an adverse effect on local industry, whether they be large or small.

Within the established industrial areas of Greenock and Port Glasgow there exists a sizeable quantity of industrial ground lying dormant and which the owners are reluctant to release. This is depriving the District of potentially good quality industrial land that could improve the stock of sites for development.

POLICY
Im

UNDERUTILISED INDUSTRIAL LAND SHOULD BE RELEASED IN ORDER THAT IT CAN BE PUT TO ACTIVE INDUSTRIAL USE.

It is hoped that this policy will encourage the owners of ground that is surplus to their requirements to make it available for development. As sites are released they may be added to either Policy Ii or Ij. If for some reason industrial development is not suitable or practical then an alternative use for the site will be found.

One consequence of a declining economy is the closure of factories and in Inverclyde the incidence of vacant industrial premises is relatively high. This is another example of a wasted industrial resource. Furthermore, the subsequent dereliction can lead to environmental problems.

*POLICY
In*

THE LOCAL PLAN RECOMMENDS THAT WHEN INDUSTRIAL BUILDINGS HAVE BEEN VACANT FOR IN EXCESS OF ONE YEAR ACTION SHOULD BE TAKEN TO BRING THE BUILDING OR SITE BACK INTO ACTIVE USE. PRIORITY WILL BE GIVEN TO CONTINUED INDUSTRIAL USE.

The incidence of vacant industrial premises will be monitored and where they have been unoccupied for more than a year, the suitability of the premises for modern industrial requirements will be assessed with a view to determining whether improvements, conversion or redevelopment is required. There are likely to be instances where alternative uses for the site or building will be considered appropriate in preference to continued industrial use. Where redevelopment or a change of use is proposed then the Local Plan will be amended to reflect the situation.

The Local Plan recognises the contribution private development can make and seeks to encourage the private sector's role. Accordingly, the District Council will willingly collaborate with the private sector in the development of any of the sites identified for industrial development.

TRANSPORTATION

TRANSPORTATION - MAIN ISSUES

Is the transportation network within the District adequate in general terms bearing in mind the low car ownership and the dependence on public transport, and in particular:

- (a) Are the road, rail and ferry services satisfactory and, if not, what can be done by way of improvement to integrate them and make them more efficient?
- (b) Can a suitable site for a new bus stance arrangement be provided in Greenock town centre?
- (c) Is the car parking provision in Greenock town centre deficient, is car parking adequate in the other shopping centres and where are further car parks or off-street parking places required?
- (d) Other than from the car parks in Greenock town centre where are public footpaths most urgently required to improve pedestrian access and to replace existing informal paths?
- (e) If there is a need for overnight parking places for coaches and lorries, where should these be located?
- (f) What consideration should be given to tackling major problem areas in the road network?
- (g) What should be done with the ground sterilised by the inherited road proposals now shelved by the Regional Council?

TRANSPORTATION

OBJECTIVES

1. To improve public transport and the road network to give better access to residential, industrial and commercial areas.
2. To ensure that proposals to improve transportation take account of the built and natural environment.

The main responsibility for transportation falls on Strathclyde Regional Council as Roads Authority and the various public transport bodies. Strathclyde Regional Council produce an annual document detailing their 5 year programme which is known as the Transport Policies and Programme (T.P.P.). Accordingly, relevant items on this have been included in the Local Plan.

GUIDELINES FOR NEW DEVELOPMENTS

The Roads Authority has guidelines for road construction, parking and access arrangements to be applied throughout the Region. Problems have occurred in the past from roads which did not meet the Region's guidelines and which have not been adopted. Now all new roads have to be constructed in accordance with a construction consent.

POLICY ROAD LAYOUTS IN NEW DEVELOPMENTS SHOULD CONFORM TO STRATHCLYDE
TRa REGIONAL COUNCIL, DEPARTMENT OF ROADS, "GUIDELINES FOR DEVELOPMENT."

The Regional Council also lay down guidelines for parking provision for new developments in terms of numbers and layout arrangements.

POLICY CAR PARKING PROVISION IN NEW DEVELOPMENTS SHOULD CONFORM TO THE
TRb GUIDELINES LAID DOWN BY STRATHCLYDE REGIONAL COUNCIL, DEPARTMENT
 OF ROADS.

The older town centre areas in the District all suffer from problems arising from a lack of rear service access. This means that service vehicles often cause obstructions to other traffic.

POLICY NEW COMMERCIAL DEVELOPMENTS IN TOWN CENTRES SHOULD INCORPORATE
TRc OFF-STREET SERVICE ACCESS.

Where it is physically possible on site, new developments should provide off-street service access. However, in parts of the older town centres this may not be possible by virtue of the road layout and the location of other buildings.

PUBLIC TRANSPORT

Within Inverclyde public transport is provided by bus, rail, ferries and, to a certain extent, by taxi cabs. The District's low car ownership level means that it is important that there is a reliable public transport system. Furthermore, the distribution of cars throughout the District is uneven making some areas highly dependent on public transport.

POLICY THE RETENTION OF THE EXISTING BUS, RAIL AND FERRY SERVICES
TRd WILL BE ENCOURAGED AND ANY LOWERING IN THE LEVELS OF EXISTING
 PUBLIC TRANSPORT SERVICES WILL BE OPPOSED.

In view of the reliance on the public transport system by a large section of the community, existing facilities should be safeguarded. Furthermore, in locating any new retail, health, community and sports developments, consideration should be given to accessibility.

Whilst the existing public transport system provides a necessary service it is not perfect and there is room for improvement. This would benefit both the quality and quantity of existing services.

Proposals affecting public transport are detailed annually in the Regional Council's T.P.P. document. There are proposals affecting bus services in the District which the Local Plan should endorse.

PROPOSAL *STRATHCLYDE PASSENGER TRANSPORT EXECUTIVE WILL IMPROVE THE*
TR1 *BUS STANCE FACILITIES AT CHURCH STREET, PORT GLASGOW; AND*
 INTERCHANGE FACILITIES AT McINROY'S POINT, GOUROCK.

In view of the high rainfall in the District, the Regional Council have been asked to make special provision for allocating extra bus shelters in Inverclyde.

POLICY *MEASURES TO PROVIDE FURTHER BUS SHELTERS, ESPECIALLY IN*
TRe *EXPOSED LOCATIONS IN THE DISTRICT WILL BE ENCOURAGED.*

Recently, new bus shelters have been financed by an advertising company and this has provided more than would have been available under normal circumstances. It is hoped that this contribution will continue and that bus shelters will be provided where they are needed.

The existing bus stance arrangements for Greenock town centre are most unsatisfactory. Strathclyde Regional Council have indicated that new bus terminal arrangements are required in central Greenock to alleviate congestion and in general, to bring stances closer to the main shopping area. The bus company have changed their timetabling to reduce the number of buses at the stances at any one time, but ideally a new bus stance arrangement should be provided.

POLICY *THE LOCAL PLAN RECOMMENDS THE PROVISION OF A NEW BUS STATION*
TRf *FOR GREENOCK TOWN CENTRE.*

The District Council have agreed to sell a site at Kilblain Street to the Regional Council for a new bus stance area to serve the town centre.

TAXI OFFICES AND STANCES

The low car ownership figures for the District have resulted in taxis becoming a means of public transport, especially for major shopping trips. The District Council controls the number of taxi cab licences which are issued and has a responsibility to allocate areas for taxi stances.

POLICY *TAXI STANCES WILL BE ALLOCATED AS REQUIRED IN PROPORTION TO*
TRg *THE NUMBER OF LICENCED TAXI CABS AND DEMAND AT SPECIFIC LOCATIONS.*

The disadvantages that can result from an inadequate supply of taxi ranks are not merely limited to inconveniencing customers and drivers, as traffic congestion can also occur. Taxi offices have been a source of problems arising from noise, parking and television interference, particularly where they have been located in, or near, residential developments.

POLICY *IN THE INTERESTS OF AMENITY, THE LOCATION OF TAXI OFFICES IN*
TRh *RESIDENTIAL AREAS WILL BE DISCOURAGED.*

The Local Plan recognises this problem and will endeavour to prevent its occurrence in the future.

CAR PARKING

The Report of Survey indicated that there was a shortage of car parking spaces in the town centres, and particularly in Greenock. Problems occur at peak times as a result of a shortfall in the parking capacity of Greenock town centre where the shopping function requires ample parking for shoppers.

POLICY
TRi

IN ACCORDANCE WITH STRUCTURE PLAN POLICY, PROPOSALS FOR NEW DEVELOPMENTS IN GREENOCK TOWN CENTRE WILL BE REQUIRED TO INCORPORATE FURTHER PARKING PROVISION TO ATTAIN AND THEREAFTER MAINTAIN THE MINIMUM LEVEL OF 1,100 SPACES AS WELL AS PROVIDING CAR PARKING TO MEET THE GUIDELINES LAID DOWN BY STRATHCLYDE REGIONAL COUNCIL, DEPARTMENT OF ROADS, FOR ANY NEW DEVELOPMENT.

There are, however, few sites remaining in Greenock town centre which could provide additional parking. An investigation should take place with a view to extending the existing capacity. Sites will be identified for future car parking and any other development taking place on these sites should include provision to replace public car parking.

Greenock town centre is not readily recognisable from the main roads and it is not easy for strangers to the area to locate the car parks. The provision of appropriate signposting could help alleviate this problem.

POLICY
TRj

THE LOCAL PLAN RECOMMENDS THE ERECTION OF ADEQUATE SIGNPOSTING FOR GREENOCK AND PORT GLASGOW TOWN CENTRES.

Discussions regarding the provision of signs have taken place and it is hoped that these will be erected during the Plan period, to the benefit of town centre users.

In recent years some of the town centre car parks have been used for the storage of caravans and lorry parking. As there is already a deficit in parking space in the town centres, it is important that this unauthorised use of public car parks is stopped. Caravans and parked lorries are also visually obtrusive.

POLICY
TRk

STRATHCLYDE REGIONAL COUNCIL PROPOSED TO CONTROL REGIONALLY OWNED FREE CAR PARKS TO ELIMINATE THEIR IMPROPER USE.

One measure has already been introduced by the Regional Council to combat this problem. In Port Glasgow town centre barriers have been erected which eliminate high vehicles from using the car park.

One outcome of the enforcement of this policy will be the need for special parking areas for the storage of caravans and for the overnight parking of heavy vehicles. An Order to control the use of the car parks would have to be promoted by the Regional Council, but they would not be responsible for providing storage space for caravans.

POLICY
TRL

THE ALLOCATION OF SITES FOR THE STORAGE OF CARAVANS AND OVERNIGHT LORRY PARKING WILL BE INVESTIGATED.

These sites will require to be suitably located to avoid visual intrusion and when they are identified these will be included in a modified Local Plan.

Within older tenemental areas there is usually little off-street parking provision and on-street parking can cause congestion and affect public safety.

POLICY TRm TRAFFIC MANAGEMENT AND ENVIRONMENTAL IMPROVEMENT SCHEMES WHICH WILL CREATE FURTHER PARKING PROVISION IN RESIDENTIAL AREAS WILL BE ENCOURAGED.

Some work has been carried out in the past to make better use of the space available for parking through selective road closures. This is particularly obvious in Greenock's West End, where the Regional Council are considering carrying out more work of this nature.

The Structure Plan identified Gourock as a tourist centre requiring an extension of the parking provision. The promotion of tourism in Inverclyde could increase the demand for parking in Gourock.

POLICY TRn IN ACCORDANCE WITH STRUCTURE PLAN POLICY, THE LOCAL PLAN RECOMMENDS THE PROVISION OF ADDITIONAL PARKING FACILITIES IN GOUROCK FOR VISITING TOURIST AND DAY TRIPPERS. IN PARTICULAR THE COMPLETION OF PHASE 2 OF THE KEMPOCK STREET CAR PARK IS RECOMMENDED.

If visitors are to be attracted to the District and encouraged to return, then a satisfactory parking provision is a fundamental prerequisite. The extension of the existing car park adjacent to Kempock Street would go some way towards meeting this demand as well as improving facilities for shoppers. However, the T.P.P. proposal to carry out this work was dropped in favour of the park and ride scheme at the pierhead.

In addition, there appears to be a need for further parking along the Ashton seafront where congestion occurs when cars looking for parking spaces block the flow of traffic. In this respect, some further parking could possibly be created at the Cragburn Pavilion and at the same time consideration should be given to slipways and associated parking.

The Regional Council propose to introduce more control over on-street parking in the centre of Kilmacolm in order to reduce the existing problems of congestion.

POLICY TRo STRATHCLYDE REGIONAL COUNCIL, DEPARTMENT OF ROADS, PROPOSES TO PROMOTE WAITING RESTRICTIONS IN KILMACOLM.

This is likely to result in a need for additional off-street parking spaces to serve the needs of shoppers.

POLICY TRp THE LOCAL PLAN WILL RESERVE GROUND FOR THE EXTENSION TO THE EXISTING CAR PARK AT KILMACOLM STATION.

The additional spaces this would provide should be sufficient. The location of this car park is fairly close to the shops. Accordingly, the ground involved will be reserved for this purpose.

ROAD IMPROVEMENTS

A number of road improvements in the District have recently been carried out to great effect on the A8, A770 and A78 which are the main routes through Inverclyde.

A new road scheme to improve the A761 at Auchenbothie, Kilmacolm, has been included in the T.P.P. to eliminate a local problem spot.

PROPOSAL TR2 STRATHCLYDE REGIONAL COUNCIL, DEPARTMENT OF ROADS, WILL CARRY OUT IMPROVEMENTS TO THE A761 AT AUCHENBOTHIE, KILMACOLM.

This project involves realigning the road to eliminate a bad corner.

The T.P.P. also includes a proposal to improve the junction of the B788 and Douglichill Road, Port Glasgow.

PROPOSAL STRATHCLYDE REGIONAL COUNCIL, DEPARTMENT OF ROADS, WILL CARRY
TR3 OUT IMPROVEMENTS ON THE B788 AT THE DOUGLIEHILL ROAD JUNCTION,
PORT GLASGOW.

This involves upgrading the road and improving the road realignment.

The Regional Council intends to carry out improvements at a road junction in central Greenock.

PROPOSAL STRATHCLYDE REGIONAL COUNCIL, DEPARTMENT OF ROADS, WILL
TR4 CARRY OUT IMPROVEMENTS TO THE JUNCTION OF WEST SHAW STREET
AND INVERKIP STREET, GREENOCK.

This scheme involves the creation of a small roundabout to facilitate access to the new sheltered housing development and to the former sugar refinery site.

On the A78 at Greenock High School there is a section of single carriageway road where there have been several accidents.

PROPOSAL STRATHCLYDE REGIONAL COUNCIL, DEPARTMENT OF ROADS, INTEND
TR5 TO REALIGN AND FORM DUAL CARRIAGEWAY ON THE A78 AT GREENOCK
HIGH SCHOOL.

It is hoped that this will improve the accident record around the junction of Cumberland Road, Auchmead Road and Flatterton Road.

There are several other locations in the District which have been identified as traffic problem spots where various measures are required to alleviate the problems.

POLICY THE SITES IN SCHEDULE TR1 HAVE BEEN IDENTIFIED AS TRAFFIC
TRq PROBLEM SPOTS IN THE ROAD NETWORK AND ACTION AS REQUIRED TO
ALLEVIATE THE PROBLEMS WILL BE ENCOURAGED.

The Roads Authority are responsible for taking action in some cases and will be asked to give consideration to measures to improve the situation. At present they have no commitment to carry out work at the listed locations. In some cases the problems are caused by on-street parking in District Council housing areas where Inverclyde District Council would be responsible for providing off-street parking.

Prior to reorganisation there were a number of road proposals to deal with problem areas within Greenock. In some areas land has been acquired for these road proposals. However, the Regional Council have not included these proposals in the T.P.P. but in some cases have asked that the road lines be reserved. This creates an unsatisfactory situation where there are no committed road proposals but where the Regional Council wishes the acquired land to be reserved for road purposes.

POLICY THE LOCAL PLAN WILL CONTINUE TO RESERVE LAND FOR ROAD PROPOSALS
TRr AT DRUMFROCHAR ROAD, INVERKIP STREET, REGENT STREET, ROXBURGH
STREET, GREENOCK.

The Regional Council have carried out a traffic survey and are examining their findings to decide on solutions to the problem spots. The analysis of the survey material is not finalised at present but the Local Plan will be modified to take account of any future proposals.

Until the various road proposals are either included in the T.P.P. or axed altogether, the land acquired which is being sterilised, can only be allocated for temporary use.

POLICY
TRs

THE FOLLOWING USES OF LAND FOR ROAD PROPOSALS WILL BE SUPPORTED:

i) 32/36 WEST STEWART STREET FOR A TEMPORARY CAR PARK AND OPEN SPACE.

ii) 34-38 INVERKIP STREET FOR A TEMPORARY CAR PARK.

These 2 sites have been acquired and cleared and are now lying vacant. In view of their town centre location, car parking is an obvious and suitable temporary use.

An area of ground has already been leased to the Health Board for temporary car parking at Greenock Health Centre on Roxburgh Street and at Drumfrochar Road ground has been leased to Westburn Sugar Refinery to provide parking.

SCHEDULE TR1 - TRAFFIC PROBLEM SPOTS

- i) The West Station area of Greenock suffers from congestion at peak hours.
- ii) In Kilblain Street, Greenock congestion occurs at the bus stances, car park entrance and Tesco's loading bay.
- iii) In West Blackhall Street, Greenock parked cars and service vehicles cause congestion.
- iv) The junction of Bow Road and Inverkip Road, Greenock has poor sight lines at a busy junction on a bus route.
- v) There is a bad corner on a main route at Baker Street/Drumfrochar Road, Greenock.
- vi) At the foot of the hill on Kilmacolm Road, Greenock there is a bad corner at the railway bridge.
- vii) Glen Avenue, Port Glasgow has poor sight lines at Chapelton Bridge and a poor access to Alderwood Road.
- viii) At Larkfield junction, Gourock congestion occurs at peak hours.
- ix) Parked vehicles and service vehicles cause congestion at Kempock Street, Gourock.
- x) On the A78 at Wemyss Bay there is a bad bend at the railway bridge.
- xi) On Main Street, Inverkip which is a narrow road and a bus route, parked vehicles cause congestion.
- xii) At Cumberland Road, Greenock where on-street parking contributes to problems of road safety on an access road to the industrial estate.
- xiii) At Kirn Drive, Gourock where on-street parking contributes to problems of road safety.
- xiv) At Belville Street, Greenock where on-street parking contributes to problems of road safety and the free flow of traffic.

ENVIRONMENT

ENVIRONMENT - MAIN ISSUES

Is enough being done to protect and improve the environment of Inverclyde generally and in particular:

- (a) Should the heritage of the area be better protected by the District Council and other interested parties by playing a more positive role regarding Listed Buildings and Conservation Areas?
- (b) Is the existing Greenbelt boundary effective or should it be strengthened?
- (c) What steps should be taken to ensure the retention of trees and to secure additional planting?
- (d) Should the further areas suggested by the Nature Conservancy Council be considered for protection?
- (e) How can the environmental quality of the District be improved through treatment of residential areas and the recovery of derelict land?
- (f) Is there a continuing need to make provision for a sewage treatment works to alleviate a major pollution problem in the District?
- (g) Is there a greater need for facilities for refuse disposal to alleviate the problem of indiscriminate tipping, or are other facilities required?

ENVIRONMENT

OBJECTIVES

1. To protect and retain features which enhance the environment of the District.
2. To improve or remove features which detract from the environment.

The term environment covers a wide range of man-made and natural features and the quality of Inverclyde's environment is therefore dependent on many factors. It is important that the best features are conserved and the detrimental elements removed. Such conservation, whilst preserving some aspects, must also recognise that some development and change is inevitable in both the rural and urban sections of Inverclyde's environment.

COUNTRYSIDE CONSERVATION

A large proportion of the land in Inverclyde is rural and it forms an important feature of the District's environment. Accordingly, there are a number of policies relating to this rural area.

One method of enhancing the countryside is to protect it from the spread of urban areas by defining a Greenbelt. The Housing Chapter of the written statement includes such a concept as part of the overall development strategy.

POLICY ENa DEVELOPMENT WITHIN THE GREENBELT WILL BE OPPOSED UNLESS IT IS NECESSARY TO MEET RURAL NEEDS, AGRICULTURE, RECREATION, FORESTRY OR LANDSCAPE IMPROVEMENT.

In the existing Development Plans no provision was made for a Greenbelt to the south of Greenock. The Local Plan has rectified this situation and the boundary around all of the District's settlements has been tightened.

Although there is a general presumption against development in the Greenbelt there are notable exceptions where development would be acceptable. These include proposals which are vital for the economic and social well being of the existing rural community. They could also include proposals for fish farming, forestry or deer farming, provided they do not critically affect the quality and capacity of water catchment areas and supplies. Policy Pb amplifies this concern regarding the protection of the water supply.

If the rural environment is to be maintained in its present form, it is crucial that the major rural economic activity, farming, is protected.

The National Planning Guidelines on agriculture stress the importance of retaining both prime quality and lower class agricultural land. Any planning proposals affecting agricultural land have to be notified to the Department of Agriculture and Fisheries for Scotland (D.A.F.S.). It is vital that good quality agricultural land is retained so that the level of home food production is safeguarded.

POLICY ENb DEVELOPMENT ON GOOD QUALITY AGRICULTURAL LAND WILL IN GENERAL BE OPPOSED AND ANY DEVELOPMENT AFFECTING SUCH LAND WILL BE SUBJECT TO CONSULTATION WITH THE DEPARTMENT OF AGRICULTURE AND FISHERIES FOR SCOTLAND.

The location of good quality agricultural land is shown on the Proposals Map and comprises those areas of B+ and B quality land as defined by

the Department of Agriculture and Fisheries for Scotland.

The continued efficiency of agriculture depends not only on the protection of the best quality land but also on the maintenance of economically viable farm units.

POLICY
ENc

DEVELOPMENT WHICH WILL FRAGMENT FARM UNITS OR CREATE FURTHER PRESSURES ON FARMLAND BORDERING ON THE BUILT-UP AREAS WILL BE OPPOSED.

Farmland bordering on the built-up area tends to suffer from problems of vandalism, fly-tipping and trespassing and it is also the most vulnerable to pressure for development. Such development may result in the fragmentation of existing farm units and so reduce their viability.

In addition to the protection of the countryside through the implementation of the above policies, there are particular areas of countryside which require special protection. Some of these areas are special by virtue of their scenic qualities while others have a unique scientific importance.

POLICY
ENd

PROPOSALS FOR PROMINENT OR SPORADIC DEVELOPMENT IN THE RENFREW HILLS (WEST), AS SHOWN ON THE PROPOSALS MAP, WILL BE OPPOSED.

The Regional Council is concerned that development which would have an adverse impact on scenic resources should not be permitted and that prominent or sporadic development should not be allowed in scenic areas. The Renfrew Hills (West), part of which are within Inverclyde, were identified in the Regional Structure Plan as being of high scenic value.

The Nature Conservancy Council has designated a number of sites within Inverclyde which are important for their scientific interest. They must be notified of any development which will affect these sites. The Regional Council, through its Structure Plan, and the Nature Conservancy Council have identified a further thirteen sites which are significant for wildlife.

POLICY
ENe

DEVELOPMENT IN, OR WHICH MAY AFFECT, SITES OF SPECIAL SCIENTIFIC INTEREST AND THE SITES OF WILDLIFE IMPORTANCE WILL BE OPPOSED. WHERE DEVELOPMENT IS ESSENTIAL, CARE SHOULD BE TAKEN TO MINIMISE ANY ADVERSE EFFECTS ON THESE SITES.

The various sites referred to in the above policy are identified on the Proposals Map and contained in the attached Schedule EN1. There is ~~one~~ Site of Special Scientific Interest in Inverclyde and a further three on the boundary between Inverclyde and Renfrew District. Some of these sites are important wetland habitats and care should be taken to ensure that they are not damaged by drainage schemes.

URBAN CONSERVATION

The man-made environment of Inverclyde includes many features which merit improvement and protection. In particular there are a number of buildings which, because of their architectural or historic quality, merit particular attention. These buildings have been entered on a "list" compiled by the Secretary of State for Scotland. As such, these "listed buildings" are eligible for grant assistance and receive the benefit of special protection from development or demolition.

In many instances such buildings are located in close proximity to other "listed buildings" and in such cases, further statutory protection and improvement can be given by the designation of Conservation Areas.

POLICY
ENf

THE LOCAL PLAN CONFIRMS THE DESIGNATION OF THE EXISTING CONSERVATION AREAS AT KILMACOLM, INVERKIP, QUARRIER'S HOMES, WILLIAM STREET, GREENOCK AND WEST END OF GREENOCK.

These areas are important features of the environment and should be protected.

The designation of Conservation Areas alone is not sufficient to ensure that the character and amenity of these areas and their individual buildings will be improved and maintained.

As a first step towards the protection of these areas the Local Plan includes a number of special controls over future developments.

POLICY
ENh

APPLICATIONS WILL BE MADE TO THE SECRETARY OF STATE FOR ARTICLE 4 DIRECTIONS RESTRICTING PERMITTED DEVELOPMENT IN CLASSES I, II, IX, XI, XII, XIV, XV AND XXIII TO COVER THE CONSERVATION AREAS. THE EXISTING ARTICLE 4 DIRECTIONS COVERING WILLIAM STREET, GREENOCK, INVERKIP AND KILMACOLM CONSERVATION AREAS WILL BE EXTENDED TO COVER ALL THESE CLASSES. CONSULTATION WILL BE CARRIED OUT WITH THE ROADS DEPARTMENT TO SEEKING ARTICLE 4 DIRECTIONS FOR CLASS XI(ii).

There are Article 4 Directions for the Kilmacolm, William Street, Greenock and Inverkip Conservation Areas which restrict permitted development in Classes I and II, i.e. developments within the curtilage of dwellinghouses and sundry minor operations, like the construction of walls, fences and external painting. It is intended to have these controls extended to cover development by the service agencies, such as the Gas Board, District Council and Regional Councils (including the Roads and Sewerage Authorities) and by other statutory undertakers. This will give additional control over minor developments which could have a significant impact on the sensitive environment of Conservation Areas.

There are other parts of the District which do not justify full conservation Area status but deserve some measure of special protection. These areas will be known as "Areas of Policy Control" where there will be additional control in the form of Article 4 Directions.

POLICY
ENi

SPECIAL PLANNING CONTROLS WILL BE SOUGHT FOR "AREAS OF POLICY CONTROL" AS SHOWN ON THE PROPOSALS MAP AND APPLICATION WILL BE MADE TO THE SECRETARY OF STATE FOR SCOTLAND FOR ARTICLE 4 DIRECTIONS RESTRICTING PERMITTED DEVELOPMENT IN CLASSES I, II, IX, XI, XV AND XXIII. CONSULTATION WILL BE CARRIED OUT WITH THE ROADS DEPARTMENT PRIOR TO SEEKING ARTICLE 4 DIRECTIONS FOR CLASS XI(ii).

The Article 4 Directions for these areas would enable the District Council, as the planning authority, to exert firmer control over minor developments and the minor operations of local authorities and statutory undertakers. Such operations would include the provision of items of street furniture, such as shelters and litter bins, the design and location of which should be sympathetic to these special areas.

It is intended to apply these special controls to parts of the Ashton seafront, Gourock and parts of Kilmacolm. The boundaries and location of these areas are shown on the Proposals Map.

As well as the above controls, the Development Control chapter of the Written Statement includes detailed policies which lay down standards for the determination of planning applications. These standards include some which will apply to developments within Conservation Areas and Areas of Policy Control and which will affect "listed buildings".

POLICY *PROPOSALS FOR DEVELOPMENT IN CONSERVATION AREAS AND "AREAS*
 ENj *OF POLICY CONTROL" SHOULD BE IN KEEPING WITH THEIR*
 SURROUNDINGS AND REFLECT THE TERMS OF POLICIES DCm AND DCn.

The designation of these special areas will not prohibit future development but it is important that these developments are in keeping with their special surroundings in terms of design, materials and scale.

The enforcement of the special development controls within designated Conservation Areas, although vital, does not constitute an incentive to the implementation of improvement works which can be equally as important.

POLICY *ENHANCEMENT SCHEMES, POLICIES AND GUIDANCE NOTES WILL BE*
 ENk *PREPARED FOR THE PROPOSED AND EXISTING CONSERVATION AREAS.*

It is clear that the enforcement of special controls will only ensure that developments are of a sufficiently high standard. These controls by themselves will not encourage the required improvement and repair works to be designed and implemented. The enhancement of these areas, which are important features of the urban environment, will require more positive procedures which will compliment the special development controls.

TREE PROTECTION AND ARCHAEOLOGICAL PRESERVATION

The environmental features which require special protection are important groups of trees and items of archaeological importance.

There are, within both the rural and urban areas, groups of trees which are worthy of special protection. The contribution that these trees make to the environment is such that the District Council has confirmed Tree Preservation Orders protecting them from unauthorised maintenance or felling.

POLICY *THE LOCAL PLAN CONFIRMS THE DESIGNATION OF THE EXISTING*
 ENl *TREE PRESERVATION ORDERS IDENTIFIED ON THE PROPOSALS MAP.*
 ADDITIONAL ORDERS WILL BE MADE WHERE NECESSARY AND APPROPRIATE
 CONDITIONS WILL BE ATTACHED TO PLANNING PERMISSIONS WHERE TREES
 ARE AT RISK.

There are currently twenty one Tree Preservation Orders in force in Inverclyde. Special consideration is also given to trees by the various policies which refer to the District's Conservation Areas, particularly Policy DCm.

The Secretary of State for Scotland has identified within Inverclyde five archaeological remains as "scheduled ancient monuments". As well as these monuments the District contains numerous other sites of archaeological interest.

*POLICY
ENm DEVELOPMENT NEAR SCHEDULED ANCIENT MONUMENTS AND OTHER
 IMPORTANT ARCHAEOLOGICAL SITES IDENTIFIED BY THE SCOTTISH
 DEVELOPMENT DEPARTMENT WILL BE OPPOSED. WHERE DEVELOPMENT
 IS ESSENTIAL AN ADEQUATE OPPORTUNITY WILL BE GIVEN TO RECORD THE
 ARCHAEOLOGICAL SITE OR FEATURES.*

The locations of the scheduled ancient monuments are shown on the Proposals Map and Schedule EN2 identifies the other sites of archaeological significance. The Secretary of State for Scotland has designated the fort at Craigmarnock Wood as a scheduled ancient monument.

A number of features in Inverclyde have been identified by the Regional Council as being of significance for industrial archaeology. They have noted the quays, docks and warehousing in Greenock as a Regionally significant heritage resource as well as identifying individual items which should be protected.

*POLICY
ENn BUILDINGS AND OTHER FEATURES OF IMPORTANCE FOR INDUSTRIAL
 ARCHAEOLOGY SHOULD BE PROTECTED OR, AT LEAST, RECORDED IF
 THEY ARE TO BE DEMOLISHED. THE SITES OF IMPORTANCE IDENTIFIED
 BY THE REGIONAL COUNCIL ARE CONTAINED IN SCHEDULE EN3.*

Some of these items are already protected by virtue of their being "listed buildings". Others are not subject to any statutory protection and should be protected or, at least, adequately recorded if they are to be demolished.

The Strathclyde Structure Plan identified a number of medieval burghs which should be subject to excavation as and when redevelopment takes place. These burghs were selected by the Scottish Development Department and some have already been investigated. Greenock and Gourock are amongst the burghs which have not yet been investigated.

*POLICY
ENo SITE INVESTIGATION AND RECORDING WILL BE ENCOURAGED WHERE
 OPPORTUNITIES PERMIT, INTO THE ARCHAEOLOGICAL HERITAGE OF
 THE MEDIEVAL BURGHS OF GREENOCK AND GOUROCK.*

This would allow evidence to be collected into the past development of these towns before it is lost by redevelopment.

ENVIRONMENTAL IMPROVEMENTS

Within the District there are a number of areas of derelict land and vacant buildings which detract from the quality of the local environment. In addition there are also a number of pollution problems which are unsatisfactory. It is therefore important that steps are taken to secure improvements in both these areas.

As discussed in the Industry and Employment chapter, Inverclyde is a "Designated District" within the terms of the Inner Urban Areas Act 1978 and nine Improvement Areas have been identified. The special powers this confers could make substantial improvements to the environment of the District.

*POLICY
ENp SECTION 63 OF THE TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1972
 REGARDING IMPROVEMENTS TO THE CONDITION OF DERELICT, WASTE OR
 NEGLECTED LAND OR BUILDINGS SHOULD BE ENFORCED.*

If the owner of the land in question does not carry out the works specified in a Section 63 Notice, the District Council can carry out the works and recover the costs from the owner.

Throughout the District there are numerous sites which are used for fly-tipping and many of these are in the countryside or along the coastline. There is a fairly comprehensive refuse disposal service provided by the District Council but this does not prevent indiscriminate fly-tipping. The availability of existing facilities is advertised in the local press at regular intervals and perhaps wider advertising at rent offices, libraries and other public buildings could make people more aware of existing services.

Allocating permanent sites for skips to supplement the existing skip distribution would improve these disposal facilities. The Public Utilities chapter of the Written Statement clarifies the Local Plan's policy in this matter.

Over and above indiscriminate tipping, the environment of the District is marred by litter, pollution of the Clyde and by smoke and noxious odours. If the District is to increase its attraction for residents, visitors and those interested in investing in Inverclyde, it is important that efforts are made to remove these considerable acts of pollution.

POLICY *MEASURES TO MINIMISE POLLUTION IN ITS VARIOUS FORMS THROUGHOUT*
ENq *THE DISTRICT WILL BE ENCOURAGED.*

The discharge of untreated sewage into the Clyde is a problem which the Regional Sewerage Department hope to rectify through the development of the sewage inlet works referred to in Proposal P1.

A large number of derelict sites have been cleared and environmentally improved by the District Council, the Scottish Development Agency and the Manpower Services Commission. It is hoped that this land renewal will continue.

POLICY *ENCOURAGEMENT WILL BE GIVEN TO THE CLEARANCE OF DERELICT SITES,*
ENr *EITHER THROUGH PUBLIC OR PRIVATE FINANCE. THE LOCAL PLAN*
SUPPORTS THE PREPARATION AND SUBSEQUENT IMPLEMENTATION OF A
ROLLING PROGRAMME FOR THE CLEARANCE AND TREATMENT OF DERELICT LAND.

Before work can commence on publicly-funded environmental improvement schemes the land involved should be in public ownership or be the subject of agreement with the owners. The existence of a rolling programme would allow acquisition or agreement with owners to be settled in advance. The most important derelict sites could then be treated as priorities, rather than selecting from publicly owned sites, as at present.

The S.D.A. are involved in a number of environmental improvement schemes along the main roads to improve the District's image. Work has already started on a number of sites.

There is a detailed scheme for the Victoria Harbour, Greenock to improve this area of the A8.

PROPOSAL *ENVIRONMENTAL IMPROVEMENTS WILL BE CARRIED OUT AT THE*
EN1 *VICTORIA HARBOUR, GREENOCK. THIS WILL INCLUDE PARKING,*
PLANTING AND UPGRADING THE ACCUMULATOR TOWER.

This site is at a set of traffic lights and is one of the few locations in the District where the docks and tugs are visible from the main road.

At the Customhouse Quay in Greenock there is potential for a major environmental improvement scheme to improve the setting of the Customhouse and provide a riverside walkway. This area is covered in Policy SAa.

An environmental improvement scheme is being carried out at Craigmuschat Quarry, Gourock.

PROPOSAL CRAIGMUSCHAT QUARRY, GOUROCK IS BEING RECLAIMED BY INFILLING.
EN2

This scheme will cover using the quarry area to tip baled domestic refuse and industrial refuse. Thereafter the area will be landscaped to create public open space with play areas, car parking and walkways to Tower Hill.

There are a number of smaller sites which also require environmental improvements and these are detailed below:

POLICY THE FOLLOWING SITES SHOULD BE CONSIDERED FOR ENVIRONMENTAL
ENt IMPROVEMENT DURING THE PLAN PERIOD:

- i) THE AREA AROUND CRAIG'S TOP, GREENOCK
- ii) THE AREA BETWEEN BURNBANK AND CLUNEROCK, PORT GLASGOW
- iii) THE GROUND BETWEEN THE NEW ROAD AND THE RAILWAY LINE AT KELBURN, PORT GLASGOW
- iv) CONTAINER TERMINAL FRONTAGE
- v) PARK FARM OPEN SPACE
- vi) BOGGLESTONE ROUNDABOUT
- vii) RAVENSCRAIG STADIUM AREA
- viii) KILBLAIN STREET ROUNDABOUT
- ix) WEST STATION, GREENOCK
- x) GREENOCK HIGH SCHOOL
- xi) INVERKIP BYPASS
- xii) WEMYSS BAY STATION AREA
- xiii) ASHTON SEAFRONT, GOUROCK
- xiv) INDUSTRIAL ESTATES LANDSCAPING

The treatment of the above sites would all contribute to improving the local environment as well as making the most of existing resources. Several of the above sites have been raised through the activities of the Inverclyde Initiative. All these areas could become important features in their own right.

SCHEDULE EN1 - SITES OF SPECIAL SCIENTIFIC INTEREST AND
OTHER SITES OF IMPORTANCE FOR WILDLIFE

A Sites of Special Scientific Interest (S.S.S.I.)

Shielhill Glen, Inverkip		
Erskine/Langbank mudflats)	On boundary, within Renfrew
Dargarvel Burn, Kilmacolm)	District
Glen Moss, Kilmacolm)	

B Additional Sites suggested by the Nature Conservancy Council

Kelly Burn, Wemyss Bay
 Duchal Wood, Kilmacolm
 Spango Valley, Greenock
 Brownhill Moss and Blood Moss, Leap Moor, Inverkip
 Ardgowan Bay, Inverkip
 Lunderston Bay, Gourrock
 Daff Reservoir, Inverkip
 Loch Thom, Inverkip
 Boglestone, Port Glasgow

C Sites Identified in Strathclyde Structure Plan

Cockle Bank (Esturine mudflat)
 Upper Mill Burn, Duchal Moor (wetland)
 West Kilbride Farm, Kilmacolm
 Deciduous Woodlands over 5 hectares
 Brownhill Moss (peatland)

SCHEDULE EN2 - ARCHAEOLOGICAL SITES

<u>Site</u>	<u>O.S. Grid Reference</u>
Cairn, Glen of Hecklemoor	2772
Cairn, Gryfe	2871
Cairn, Gryfe	2771
Cairn (possible), Gryfe	2670
Cairn, Gryfe Reservoir	2671
Cairn, Gryfe	2972
Cairn, Loch Thom	2671
Cist, Laxlie Hill	2170
Cup-markings, Cornalees	2571
Cup and ring markings, Gourock	2276
Cup-markings, Gourock	2276
Cup-markings, Loch Thom	2671
Cup-markings	2771
* Kempock standing stone	2477
* Roman fortlet, Lurg Moor	2973
Fort, Castle Hill	3466
* Fort, Craigmarloch	3471
Hut circle, Gryfe Reservoir	2672
Hut circle, Lurg Moor	2973
Hut circle, Lurg Moor	2973
Hut circle, Lurg Moor	2973
Hut circle	2674
Hut circle, Darndaff Moor	2772
Hut circle, Gryfe	2771
Hut circle (possible)	3364
Settlement, Gryfe Reservoir	2871
Settlement	3264
Motte, Milton Bridge	3568
Motte (possible), Pennytersal	3371
Church and burial ground, Kilmacolm	3569
Site of chapel (possible)	3269
Burial Ground, Inverkip	2172
Ardgowan Castle, Tower	2072
Duchal Castle, remains	3368
Levan Castle	2176
* Newark Castle	3274
Dunrod Castle (site)	2273
Gourock Castle (site)	2477
Medieval farmstead, Knapps	3668
Enclosure, Alum Dam	2674
Enclosure, Blacketly East	3167
Enclosure, Blacketly Water East	3066
Enclosure, Blacketly Water East	3066
Enclosure, Blacketly Water East	3066
Enclosure, Blacketly Water West	3067
Enclosure, Burnhead Moor	2972
Enclosure, Burnhead Moor	3072
Enclosure, Gotter Burn	3165
Enclosure, Gryfe Reservoir	2671
Enclosure, High Castlehill	3572
Enclosure, Mill Burn	3165
Enclosure, Smeath Hill	3166
Mound, Burnhead Moor	3072
Mound, Kelly Cut	2070
Roman Bridge	2272
Cairn (possible)	3364

Cairn, field clearance	3270
White or Covenanters Well	2376
* Loch Thom - Overton Water Cut	2472 - 2774

* Scheduled Ancient Monuments

SCHEDULE EN3 - MAJOR INDUSTRIAL ARCHAEOLOGY SITES

Schedule
EN3
(p.62)

- A. Sites of Regional Significance
Fort Matilda Station, Greenock
Warehouses, James Watt Dock, Greenock
Cloch Lighthouse
Wemyss Bay Station and Pier
- B. Other important locations
Glebe Sugar Refinery, Greenock
Shaws Water Mill, Greenock
Shaws Water Works, Greenock
Scott & Sons Drydock, Greenock
Sugar Refinery, Roxburgh Street, Greenock
Steamboat Quay and Transit Sheds, Greenock
Garvel Graving Dock, Greenock
Gourock Pier
P.S. Comet, Port Glasgow
Gourock Ropework (residue), Port Glasgow

SHOPPING and OFFICES

SHOPPING AND OFFICES - MAIN ISSUES

Are the shopping and office facilities within the District generally adequate and suitable for local needs and in particular:

- (a) Should the Local Plan aim to promote the development of retail discount warehouses?
- (b) What should be done to improve access to shopping facilities in the areas suffering from an existing shortfall?
- (c) Is the trend towards the increased centralisation of shopping facilities likely to disadvantage sections of the community and if so what could the Local Plan do to alleviate this?
- (d) Does public transport facilitate reasonable access to the main shopping centres, especially Greenock town centre, for all sections of the community?
- (e) Does the car parking provision in the District's shopping centres require to be improved?
- (f) Is enough being done to strengthen the role of Port Glasgow and Greenock town centres in accordance with Structure Plan policy and what emphasis should be given to improving Greenock town centre?
- (g) How can the Local Plan reduce the loss of prime shop units to other commercial uses; and with the increasing number of vacant shops can alternative land uses be considered?
- (h) To what extent, if any, should the Local Plan make provisions for an expansion in office development?

SHOPPING AND OFFICES

OBJECTIVE

To ensure that an adequate and attractive shopping provision is maintained within Inverclyde to serve local needs.

CONTROL OF RETAIL DEVELOPMENT

The existing shopping network has evolved in relation to demand and accessibility. This local provision is generally adequate and as such it is necessary to protect the existing shopping provision from development that could detract from it.

The Structure Plan for Strathclyde defines a Regional Shopping Hierarchy with Glasgow City Centre at the top. Greenock is classified as one of six sub-regional or second tier centres below this whilst Port Glasgow is scheduled as a district or fourth tier centre.

Structure Plan Policy establishes how new facilities should be distributed to devise the greatest benefit to Strathclyde's population. As such the main existing shopping centres (i.e. tiers 1 to 4) are to be strengthened and major retail developments will only be permitted in those locations.

POLICY
Sa

IN ACCORDANCE WITH STRUCTURE PLAN POLICY, MAJOR NEW RETAIL DEVELOPMENTS IN EXCESS OF 2,000 SQUARE METRES (21,500 SQUARE FEET) WILL ONLY BE PERMITTED IN GREENOCK OR PORT GLASGOW TOWN CENTRES AS DEFINED ON THE PROPOSALS MAPS.

The Local Plan recognises the value of maintaining viable shopping centres and to this end is especially anxious to consolidate the retail function of not only Greenock and Port Glasgow town centres but also the centre of Gourock. Accordingly it is important that the shopping floorspace in these prime centres is maintained.

POLICY
Sb

THERE WILL BE A GENERAL PRESUMPTION AGAINST THE CHANGE OF USE OF EXISTING SHOP PREMISES TO OTHER USES ESPECIALLY TO OFFICES, LAUNDRETTES, AMUSEMENT ARCADES, CAFES AND RESTAURANTS IN GREENOCK, PORT GLASGOW AND GOUROCK TOWN CENTRES AS DEFINED ON THE PROPOSALS MAPS. (THIS RULE WILL NOT APPLY TO THAT PART OF GREENOCK TOWN CENTRE REFERRED TO IN POLICY Sh). THERE WILL BE NO SUCH RESTRICTION ON THE ESTABLISHMENT OF APPROPRIATE NON-RETAIL USES ON THE UPPER FLOOR OF BUILDINGS IN THE TOWN CENTRE.

The Local Plan appreciates that certain non-retail uses, notably banks, building societies, estate agents (i.e. offices) and other uses can complement the shopping function but considers that the representation of these "quasi-retail" facilities is adequate at present. Accordingly the further loss of shop units in the town centre to these uses will be opposed, although above ground floor level they may be appropriate. The West Blackhall street area of the town centre, where revival is to be pursued as indicated in Policy Sh, is exempt from this policy.

There are other pressures for specific types of retail development, which are not necessarily in the best interests of good planning, and as such require careful control to reduce their harmful effects.

There has been an increasing number of planning applications submitted for the establishment of hot food take-away outlets in shop premises in various parts of the District.

POLICY
Sc THE ESTABLISHMENT OF HOT FOOD TAKE-AWAY SHOPS WILL BE STRICTLY CONTROLLED. CAREFUL CONSIDERATION WILL BE GIVEN TO TRAFFIC, NUISANCE AND AMENITY IMPLICATIONS AND AS SUCH INDIVIDUAL PLANNING APPLICATIONS WILL BE DEALT WITH ON INDIVIDUAL MERIT.

Whilst the District Council accepts that there is a demand for this facility it is concerned about the environmental impact these shops have on a neighbourhood, particularly within a residential area.

Retail discount warehouses have become a popular form of durable shopping, primarily for D.I.Y., electrical goods and furniture/carpets. Some of the better known operators are Comet, M.F.I., B & Q., Queensway and Brown Bear. As Inverclyde has no retail discount warehouses the Regional Council considers this to be a deficiency and this is reflected in the Structure Plan.

POLICY
Sd STRUCTURE PLAN POLICY PERMITS THE LOCATION OF UP TO 6,000 SQ. METRES (64,500 SQ. FEET) OF RETAIL DISCOUNT WAREHOUSING WITHIN THE DISTRICT PROVIDED IT IS LOCATED WITHIN OR ADJACENT TO GREENOCK OR PORT GLASGOW TOWN CENTRES. PLANNING APPLICATIONS FOR THIS TYPE OF DEVELOPMENT WILL BE ASSESSED ON INDIVIDUAL MERIT HAVING REGARD TO THE IMPACT ON EXISTING SHOPS. POLICIES SAa and SAe PROVIDE OPPORTUNITIES FOR DEVELOPMENT OF THIS TYPE.

There is concern that the development of retail warehouses in the District would be to the detriment of existing durable shops retailing electrical, furniture, D.I.Y. goods and carpets. Any proposal of this nature would have to be carefully assessed with this in mind.

However, on the other hand Inverclyde residents are disadvantaged as they are distant from such facilities, which are enjoyed closer to hand by the majority of the Region's population. As the nearest existing retail discount warehousing outlets are at Paisley and Renfrew a relatively long journey is required by car. With local car ownership levels comparatively low, for many Inverclyde residents these facilities are inaccessible.

Policy Sa already directs major retail development to Greenock and Port Glasgow town centres. Any retail discount warehouse development will have to locate close to these town centres in order that they can as far as possible be an integrated part of these centres augmenting rather than competing with them. The terms of Policy Il restricting the establishment of warehouses in industrial areas will also be applied.

After a long period of decline there has been, in recent years, a significant resurgence of interest in open air markets. Most local authorities have experienced some pressure for the establishment of markets and Inverclyde is no exception.

POLICY
Se THE DISTRICT COUNCIL WILL OPPOSE ANY PLANNING APPLICATION FOR AN OPEN AIR MARKET WITHIN INVERCLYDE.

The District Council feel that the development of a market would conflict with the existing shopping provision, in particular Greenock town centre.

IMPROVING THE SHOPPING PROVISION

There are a number of improvements that would increase viability thereby making facilities more attractive to shoppers and adding to the existing shopping provision. Not only would these improvements enhance the service to the public but would also provide environmental benefits.

The Report of Survey identified certain areas within Greenock and Port Glasgow where the existing local shopping facilities are inadequate and, therefore, should be augmented.

POLICY
Sf

THE LOCAL PLAN SUPPORTS THE DEVELOPMENT OF NEW, LOCAL SHOPPING FACILITIES IN THE FOLLOWING AREAS PROVIDED THAT PROPOSALS CAN SATISFY NORMAL PLANNING CONSIDERATIONS.

- i) STRONE/MAUKINHILL, GREENOCK
- ii) GREENOCK'S WEST END
- iii) BOW FARM, GREENOCK
- iv) BRANCHTON/GATESIDE, GREENOCK
- v) WOODHALL, PORT GLASGOW
- vi) BROADFIELD, PORT GLASGOW

A more detailed examination of these areas will take place and it may be possible to identify opportunities for development. Private development will be encouraged.

There are within the older, established shopping areas in Greenock, Port Glasgow, Gourock and Kilmacolm important continuous, or almost continuous, shop frontages that could be made more attractive. Not only do attractive shop fronts contribute to the value of the townscape but can entice shoppers to use these facilities.

POLICY
Sg

IMPORTANT SHOPPING STREET FRONTAGES SHOULD BE PROTECTED AND IMPROVED. ACCORDINGLY, DESIGN GUIDELINES WILL BE PREPARED FOR THE FOLLOWING SHOPPING STREETS:

- | | |
|-------------------------------------|--|
| i) GREY PLACE, GREENOCK | vii) KEMPOCK STREET/KEMPOCK PLACE, GOUROCK |
| ii) WEST BLACKHALL STREET, GREENOCK | viii) SHORE STREET, GOUROCK |
| iii) NICOLSON STREET, GREENOCK | ix) BRIDGE OF WEIR ROAD, KILMACOLM |
| iv) LYNEDOC STREET, GREENOCK | x) MARKET PLACE, KILMACOLM |
| v) REGENT STREET, GREENOCK | xi) LOCHWINNOCH RD. KILMACOLM |
| vi) JOHN WOOD STREET, PORT GLASGOW | |

These guidelines will specifically govern changes to shop facades where planning permission is required in respect of new development or changes (i.e. illuminated fascia signs, projecting signs, stall risers, canopies and roller blinds) and will advise as to how frontages can be upgraded by individuals or groups of shopkeepers. The eleven streets identified above are the most suitable for protection and improvement. The terms of Policy DCf, relating to shop fascias in general, will also be applied.

The success of this policy will rely upon the co-operation of shopkeepers and property owners. It is in their interest to support the guidelines as the more pleasant a shopping area's appearance, the more likely it is to attract shoppers. In the preparation of guidelines the involvement of interested parties will be sought.

Greenock Town Centre

As the most important shopping centre in the District, the role of Greenock town centre should be consolidated thereby reinforcing its function and increasing its appeal to shoppers.

The West Blackhall Street area is suffering a degree of decline as characterised by vacant shops and neglected physical fabric. In addition the area suffers from an ad hoc assembly of signs, materials and designs that present anything but a coherent appearance. Traffic problems are a further disadvantage as congestion occurs and this detracts from its shopping function.

POLICY
Sh

IN GREENOCK TOWN CENTRE THE LOCAL PLAN SEEKS A GENERAL IMPROVEMENT AND REVIVAL OF THE SHOPPING AREA CENTRED ON WEST BLACKHALL STREET AND INCLUDING WESTBURN STREET, NICOLSON STREET, ARGYLE STREET, LAIRD STREET, JAMAICA STREET, DALRYMPLE STREET AND GREY PLACE AS SHOWN ON THE PROPOSALS MAP. AN ENHANCEMENT SCHEME WILL BE PREPARED AND A MORE RELAXED ATTITUDE TO NON-RETAIL USES WILL IN GENERAL PREVAIL. A TRAFFIC MANAGEMENT SCHEME FOR THIS AREA WILL BE INVESTIGATED WITH A VIEW TO ATTAINING A MORE EFFECTIVE ROAD PATTERN AND ONE MORE CONDUCIVE TO A SHOPPING AREA.

Applying a more relaxed attitude to non-retail uses is introduced to revive the commercial viability of this area, providing a combination of retail and "quasi-retail" uses. As such this area is excluded from Policy Sb as discussed previously. Accordingly, planning applications will be dealt with on individual merit taking into account other relevant considerations, including the terms of policies Sg and DCf.

However, where the shopping function of this area is stronger (i.e. the easterly section closer to Hamilton Way) a less relaxed attitude will, in general, be enforced. This is intended to provide a small intermediate zone. In this zone change of use from retail to non-retail will be controlled to avoid it becoming the target for non-retail or "quasi-retail" activities.

There has been criticism, particularly from shoppers and shopkeepers, about the traffic circulation system in the area and consideration should be given to possible improvements. The results of the Regional Council's traffic survey for central Greenock will provide valuable information.

Redevelopment of certain premises may be in appropriate or necessary measure if this area is to be revived. This can serve a dual purpose by removing problem premises and providing, in their place, attractive new facilities.

POLICY
Si

THE SITE OF THE FORMER GAS DEPOT AT 203/205 DALRYMPLE STREET, GREENOCK IS CONSIDERED SUITABLE FOR REDEVELOPMENT FOR RETAIL/COMMERCIAL PURPOSES.

This policy identifies a significant site where opportunities for redevelopment would be beneficial. The premises on this site were unoccupied for some time. Any proposed redevelopment of this site, or any other site in this area, will be required to be to a design that enhances the general character of the area. Furthermore, it should be integrated with West Blackhall Street. Any retail development fronting onto Dalrymple Street will be resisted on traffic grounds.

On the western periphery of the town centre there is a site which is being redeveloped for major retail development.

PROPOSAL
S1

THE SITE OF THE FORMER WALKER'S SUGAR REFINERY AT KILBLAIN STREET/INVERKIP STREET IS BEING DEVELOPED BY WM. LOW & CO. TO PROVIDE A SUPERMARKET WITH A MINIMUM GROSS FLOORSPACE OF 3,400 SQ.METRES (36,584 SQ.FEET), SERVICE YARD AND 248 CAR PARKING SPACES. THE LAYOUT OF THE DEVELOPMENT WILL ADDITIONALLY RESERVE LAND FOR A ROAD IMPROVEMENT ON THE NORTH

AND WEST SIDES OF THE SITE (IN THE VICINITY OF WEST SHAW STREET AND NICOLSON STREET) AND LAND FOR NEW BUS STANCE FACILITIES ON THE EAST SIDE OF THE SITE ON KILBLAIN STREET.

The new shopping area created by redevelopment in Greenock town centre has made a considerable improvement to Greenock town centre for both the shopper and the shopkeeper. However, there are further improvements that would be beneficial and make this area even more attractive.

POLICY
Sk

THE LOCAL PLAN SEEKS A FURTHER ENHANCEMENT OF THE SHOPPING PRECINCT OF CLYDE SQUARE, HAMILTON WAY AND HAMILTON GATE. SPECIFIC IMPROVEMENTS THAT WOULD BE PARTICULARLY BENEFICIAL WOULD BE THE PROVISION OF A PEDESTRIAN LINK FROM HAMILTON WAY TO HUNTER PLACE AND, ON THE LARGER SCALE, THE ENCLOSING OF THESE PRECINCTS UNDER A SUITABLE CANOPY.

The provision of a pedestrian link between Hamilton Way and Hunter Place would make the main shopping area more accessible from the car parks at Hunter Place and the "bull ring" and the Custom House Quay site (see Policy SAa) on the waterfront. Covering over these precincts would protect shoppers from the elements of our climate thereby making shopping more enjoyable and increasing the attractiveness of the town centre.

Greenock town centre is hampered by certain transportation deficiencies that affect its function as a shopping centre. Inadequate car parking, traffic congestion and poorly located bus stances are the main problems. It is critical, therefore, that if the attractiveness of this shopping centre is to be strengthened then improvements are made. Accordingly, the transportation provisions relating specifically to Greenock town centre in the Local Plan should be implemented.

Gourock Town Centre

Gourock town centre is a busy shopping area, particularly when its use is augmented by summer visitors. However, traffic congestion and a deterioration in the fabric and appearance of buildings combine to reduce the attractiveness of Shore Street and Kempock Street.

Policy SAe in the Special Areas chapter, which is intended to encourage a revival of this town centre, covers most of the town centre, although it focuses attention on the pier and station area. This policy relies largely upon development to achieve an upgrading of the area.

There are, however, other more cosmetic improvements that could effect significant improvement.

POLICY
Sl

THE LOCAL PLAN RECOMMENDS THE PREPARATION OF A GENERAL IMPROVEMENT SCHEME FOR GOUROCK TOWN CENTRE AIMED AT INCREASING ITS ENVIRONMENTAL QUALITY AND ITS ATTRACTIVENESS TO SHOPPERS, TOURISTS AND DAY VISITORS ALIKE.

This scheme when produced would suggest what treatment is required. As the main streets in the town centre are identified as important shopping street frontages in Policy Sg they will in time be covered by design guidelines and this will contribute to enhancement. The success of any scheme will again depend upon support and co-operation from the private sector.

The main traffic problem involves on-street parking, which causes congestion. The introduction of more stringent on-street parking restrictions could alleviate this problem, although additional off-street parking would be required to offset the resultant loss. The completion of Phase 2 of the Kempock Street car park as referred to in Policy TRn would satisfy this need.

It is not only the town centres that require upgrading and it is important that the many smaller groups of shops remain attractive and viable. The shopping facilities outwith the main shopping centres were examined and two groups of shops identified as being in a particularly unsatisfactory condition.

POLICY
Sm

THE LOCAL PLAN SUPPORTS THE REDEVELOPMENT OF THE EXISTING SHOPS ON GLENBRAE ROAD, GREENOCK AND THEIR REPLACEMENT WITH SUITABLE SHOPPING FACILITIES TO SERVE THE SURROUNDING COMMUNITY.

These shops have deteriorated into eyesores and this affects their viability. As such redevelopment is necessary to ensure the continuing existence of shops to serve these areas.

Redevelopment of the Glenbrae Road facilities by the private sector would be welcomed, providing normal planning considerations can be satisfied.

VACANT SHOPS

Vacant shops can lead to environmental problems in shopping areas, as well as constituting a wasted resource. The incidence of vacant shops in Inverclyde indicates a degree of overprovision. It is unlikely that this situation will change for the better and indeed the demand for shop units could fall even further.

POLICY
Sn

THE LOCAL PLAN PERMITS THE USE OF SHOP UNITS IN NON-TOWN CENTRE LOCATIONS, FOR CERTAIN NON-RETAIL PURPOSES (e.g. OFFICES AND COMMUNITY ACTIVITIES) WHERE PREMISES HAVE BEEN VACANT FOR AT LEAST A YEAR AND ARE PROVING DIFFICULT TO LET. HOWEVER, WHERE THE ALTERNATIVE USE IS LIKELY TO CONFLICT WITH THE CHARACTER OR FUNCTION OF THE SURROUNDING AREA THEN THE CHANGE OF USE WILL BE OPPOSED.

This policy does not apply to Greenock or Port Glasgow town centres where it is more important to promote and protect retail floorspace. Outwith these areas this caution is not appropriate as it is likely that many vacant shops would not be used for retail purposes again. Accordingly, alternative uses for both publicly and privately owned premises will be encouraged. The utilisation of shop units for other purposes will be carefully monitored and controlled throughout the Plan period.

OFFICE DEVELOPMENT

As referred to in the Industry and Employment chapter the Local Plan supports the expansion of employment in the service industries, including activities that would use office accommodation. The Report of Survey reveals that office employment is low in Inverclyde and this may suggest that there is scope for an expansion in office accommodation.

POLICY
So

THE LOCAL PLAN SUPPORTS AN EXPANSION IN OFFICE FACILITIES, ESPECIALLY WITHIN OR ADJACENT TO THE TOWN CENTRES. HOWEVER, ACCORDING TO STRUCTURE PLAN POLICY MAJOR OFFICE DEVELOPMENT OVER 2,000 SQ.METRES (21,520 SQ.FEET) SHOULD ONLY BE LOCATED IN GLASGOW'S CENTRAL AREA. POLICY Si AND SOME OF THE SPECIAL AREAS SITES (POLICIES SAa to SAe) PROVIDE OPPORTUNITIES FOR OFFICE DEVELOPMENT. THE REFURBISHMENT OF EXISTING OR UNDERUTILISED BUILDINGS FOR BUSINESS USES WILL, IN GENERAL, BE SUPPORTED.

The loss of prime shopping floorspace as described in Policy Sb will be opposed and there will be a general presumption against office development on sites reserved for industrial purposes. Similarly, the change of use from house to office will be resisted with the exception of town centre locations and that part of Greenock West End identified in Policy DCo. Other considerations that will be taken into account include Structure Plan Policy, which favours Glasgow City centre, for major developments, and the effect on the character of the area concerned.

There is unlikely to be a major demand for additional facilities but some potential for further office floorspace may exist, particularly in connection with local services. Policy Si and some of the Special Areas provide opportunities for some office development whilst Policy Sh facilitates office use in shop premises in part of central Greenock. Furthermore, within the town centres, office use above ground floor level will be acceptable.

Whilst the incidence of office accommodation is low there may be existing disused or underutilised buildings that could be converted and upgraded to augment the existing provision. The Inverclyde Initiative has shown interest in the potential for this concept, although a demand for accommodation will have to be confirmed. If a demand exists and the financial means for conversion and refurbishment is found then its implementation could give new life to some vacant buildings, including shops (see Policy Sn), public buildings (see Policy HCj) and "listed buildings" (see Policy DCn).

LEISURE, RECREATION, and TOURISM

LEISURE, RECREATION AND TOURISM - MAIN ISSUES

In the current period of economic restraint what are the most critical problems and deficiencies in Inverclyde's provision of leisure, recreation and tourist facilities and in particular:

- (a) What emphasis should be placed on the improvement and/or extension of the existing provision and to what extent can the recreational potential of school facilities, church and civic halls be maximised?
- (b) Is there sufficient demand to justify the development of new specialised facilities for activities such as sailing, other water based recreation, shooting, motor cycle riding, golf, ice sports and indoor bowls?
- (c) Which areas of the District are deficient in the provision of children's play areas and general open space, and where should sites be provided?
- (d) Should greater efforts be made to exploit the tourist potential of Inverclyde and if so, what should be done?
- (e) How should pedestrian access to the countryside be improved?

LEISURE, RECREATION AND TOURISM

OBJECTIVES

1. To ensure that an adequate provision is made throughout the District for appropriate types of recreational activity.
2. To stimulate the tourist industry within the District by exploiting the special characteristics and location of the area.

THE OPEN SPACE PROVISION

Areas of open space within built-up areas, such as parks, playing fields, play areas and large landscaped areas, enable residents to enjoy leisure and open air activities. They also make a valuable contribution to environmental amenity and the quality of the built-up areas. The Local Plan therefore seeks to protect existing open space facilities from development.

POLICY
La

THE PROPOSALS MAP IDENTIFIES THE EXISTING PARKS, PLAYING FIELDS, MAJOR PLAY AREAS AND LARGE AREAS OF OPEN SPACE WHICH SHOULD BE RETAINED FOR RECREATIONAL USES. DEVELOPMENT WITHIN THESE AREAS WILL NORMALLY BE RESTRICTED TO LANDSCAPE IMPROVEMENTS AND THE PROVISION OF ANCILLARY FACILITIES. THIS POLICY ALSO APPLIES TO THOSE FUTURE AREAS OF OPEN SPACE WHICH MAY BE PRODUCED DURING THE PLAN PERIOD.

If residential areas are to contain an adequate supply of open space then it is necessary to apply standards relating to the provision of these facilities.

POLICY
Lb

WITHIN NEW HOUSING ESTATES PROVISION WILL BE MADE FOR OPEN SPACE AREAS IN ACCORDANCE WITH THE STANDARDS IDENTIFIED IN POLICY DCb.

The indicative ratio of 1.6 ha (4 acres) per 1000 population originates from recommendations made by the National Playing Fields Association, which are widely applied by local planning authorities. This will ensure that at least in new residential developments the open space provision will be satisfactory. Accordingly, proposed housing layouts will be required to satisfy this standard and the other criteria contained in Policy DCb.

Most existing housing areas, however, are deficient in terms of the quality and quantity of open space.

POLICY
Lc

CONSIDERATION SHOULD BE GIVEN TO THE IMPROVEMENT OF THE OPEN SPACE PROVISION WITHIN EXISTING RESIDENTIAL AREAS.

The implementation of such improvement work will depend on the availability of the necessary finance. The improvement of existing open space will, on occasions, prove to be more practical than the creation of new areas. Specifically, fuller use may be made of the existing playing fields by providing more suitable playing surfaces for the District's wet winters and by providing improved changing accommodation.

However, in other instances the provision of additional open space will be justified. The location of such new facilities will depend on the existing distribution of the different types of open space and upon the varying deficiencies and demands in different parts of Inverclyde. Other factors to be considered are the availability of private areas of open

space, ease of access to the countryside and the degree of opportunity for providing new amenities.

A number of opportunities exist within Inverclyde for developing new facilities and there are specific sites where existing open space or woodland could be improved to create areas of attractive open space.

POLICY
Ld

THE LOCAL PLAN RESERVES THE FOLLOWING SITES FOR THE DEVELOPMENT OF OPEN SPACE, PRIMARILY FOR PASSIVE AND INFORMAL RECREATION:

- i) ARDGOWAN ANNEXE, NEWTON STREET, GREENOCK
- ii) ARDMORE ROAD-CARDROSS AVENUE, PORT GLASGOW
- iii) ANGUS ROAD-BARR'S BRAE-KINROSS AVE.-SPRINGHILL RD., PORT GLASGOW
- iv) CLIFF TERRACE ROAD, WEMYSS BAY
- v) COWDENKNOWES AND TOWN RESERVOIRS, GREENOCK
- vi) PAPERMILL ROAD, GREENOCK
- vii) PARKHILL AVENUE-MANSION AVENUE-WOODHALL TERRACE, PORT GLASGOW

The above areas, if developed, would provide valuable additions to the open space provision and would also significantly contribute to upgrading the environment. Finance for developing these areas could come from the District Council and the Scottish Development Agency. The latter is already engaged in environmental improvements in the District through the Inverclyde Initiative as discussed in the Environment chapter. Additional smaller areas, particularly local play and kickabout areas will be provided within residential areas as the opportunities and financial resources arise.

IMPROVING THE FORMAL PROVISION FOR ACTIVE RECREATION

The term recreation covers a wide range of activities ranging from an extremely active sport to quietly sitting in a park garden. The various activities also vary in the degree of formality. Organised sports require purpose-built facilities such as a swimming pool or maintained playing fields; while walking in the countryside or enjoying a scenic view requires a minimal amount of formal provision. The following policies deal with the provision of formal facilities for primarily active recreational pursuits.

The Regional Structure Plan recognises that the provision for indoor and outdoor recreation is inadequate throughout Strathclyde and that there are particular "core areas" where the shortfall in provision is particularly severe. It is the Region's view that the urban area of Inverclyde, from Port Glasgow to Gourock, is one such area.

Since public recreational facilities are costly to provide it is necessary to make the most of the existing facilities in preference to undertaking new development. At a time of particular economic restraint, and when spending on new projects is severely curtailed, it is essential that the maximum possible use is made of existing facilities.

POLICY
Le

THE LOCAL PLAN RECOMMENDS THAT THE USE OF INDOOR AND OUTDOOR RECREATION FACILITIES SHOULD BE MAXIMISED, THROUGH ADAPTION AND, WHERE APPROPRIATE, EXTENSION. NEW DEVELOPMENT SHOULD ONLY TAKE PLACE WHERE THE EXISTING PROVISION CANNOT MEET THE APPROPRIATE REQUIREMENTS.

The Local Plan accepts that the existing recreational provision is not complete and that additional facilities are necessary to reduce the current shortfall. Accordingly, many of the policies and proposals in this chapter indicate an extended or amended use of an existing facility.

A particularly significant facility which is an underused resource at present is the Cragburn Pavilion.

POLICY
Lf

THE FUTURE USE OF THE CRAGBURN PAVILION OR ITS SITE AS A MAJOR RECREATIONAL FACILITY SHOULD BE INVESTIGATED.

The considerable demand for indoor facilities in Gourock, from both local residents and outside visitors, could be partially met through the greater use of this building. This investigation should determine to what use the site could be put, in particular whether a recreational facility would be appropriate. Furthermore, the suitability of retaining and adapting the existing building as an alternative to its redevelopment should be assessed.

Maximising the use of existing public facilities is one way of increasing the supply of "effective facilities". However, perhaps the greatest contribution to increasing this supply lies with the existing school-based facilities. These facilities, such as school halls and swimming pools, could be made available on a casual basis through greater use of the Regional Council's existing "dual-use policy". The Structure Plan states that such an extension of the policy would be "a primary example of maximising return on existing investments".

POLICY
Lg

GREATER JOINT USE SHOULD BE MADE BY RESIDENTS AS WELL AS PUPILS, OF THE RECREATIONAL FACILITIES ATTACHED TO EDUCATIONAL ESTABLISHMENTS. AS REFERRED TO IN POLICY EDb, CONSIDERATION SHOULD BE GIVEN TO THE USE OF REDUNDANT SCHOOL FACILITIES FOR COMMUNITY AND RECREATIONAL PURPOSES. PARTICULAR ATTENTION SHOULD BE GIVEN TO THE GREATER PUBLIC USE OF THE SPORTS HALL AND SWIMMING POOL AT PORT GLASGOW HIGH SCHOOL, AND OF THE SPORTS HALL AT ST. COLUMBA'S HIGH SCHOOL, GOUROCK.

If the release of redundant premises or the suggested wider use of facilities could be achieved then the need to finance new facilities would be reduced. The Regional Council has indicated through the Structure Plan Policy SP1, that consideration will be given to the dual use of the educational facilities specifically mentioned above in Policy Lg.

Although the above Policies reflect the need to maximise the use of existing facilities, there are a number of areas that present ideal opportunities for creating new facilities for leisure and recreation. In particular, the areas surrounding the Coves Reservoirs and the environs of Cardwell Bay and the Battery Park would augment both the distribution and range of recreational facilities within Inverclyde.

POLICY
Lh

THE COVES RESERVOIRS AND SURROUNDING AREA AT LARKFIELD ROAD, GREENOCK ARE RESERVED FOR THE PHASED DEVELOPMENT OF A COUNTRY PARK.

Plans for the creation of a Country Park have been approved in principle by the Countryside Commission. It was originally intended that this project be carried out by the District Council in conjunction with the Countryside Commission. Plans for this project propose reinstating the area's original character and the provision of facilities catering for both active and passive recreation, including water based facilities. Phase 1 of this scheme is presently being pursued under a Manpower Services Commission scheme, involving tree planting and the formation of footpaths and a car park.

POLICY
Li

THE LOCAL PLAN SUPPORTS THE PHASED DEVELOPMENT OF A LEISURE AND RECREATION COMPLEX AT THE CARDWELL BAY-BATTERY PARK AREA. SUCH A DEVELOPMENT SHOULD PROVIDE OUTDOOR SPORTS FACILITIES, PARTICULARLY FOR WATER BASED RECREATION, AND COULD INCLUDE A MARINA AND INDOOR LEISURE CENTRE.

It is the District Council's intention to improve the existing Park by providing replacement changing facilities, vehicular access to an improved public slipway and viewing point, and associated water sports facilities. This Policy also reflects the contents of a report produced by the District Council's Marina Working Party entitled "The Future of the Cardwell Bay-Battery Park Area." The report also suggests that further consideration should be given to the long term future of Guardian Industrial Estate, Fort Matilda, Greenock. The remainder of the industrial estate, left after the residential development of 89 houses referred to in Proposal H1 under Fort Matilda and the sewage treatment works now under construction and covered by Proposal P1, is the subject of Special Areas Policy SAd.

The implementation of the two projects identified in Policies Lh and Li would benefit local residents directly and would also be a valuable resource for attracting additional visitors to Inverclyde.

As well as the development of the above two areas, mention should also be made of some specific facilities whose development merits inclusion in this generalised, district-wide Plan. These developments would help to satisfy significant demands for specific recreational facilities that have been identified.

POLICY Lj THE NEED FOR A SECOND PUBLIC GOLF COURSE FOR THE DISTRICT WILL BE EXAMINED.

There would appear to be a demand for a second public golf course within the District and as such the possibility of either extending the existing Whinhill Course or providing a new course should be investigated.

POLICY Lk THE FUTURE PROVISION OF ALLOTMENT GARDENS WILL BE INVESTIGATED.

Whilst there is a demand for allotment gardens the existing facilities appear underused and in some cases neglected. An appraisal of demand in relation to supply is required to ascertain whether there is an over provision or if existing facilities are poorly situated.

POLICY Ll AN APPRAISAL OF THE EXISTING WELLINGTON PARK IN GREENOCK IS REQUIRED TO DETERMINE ITS FUTURE USE.

The Wellington Park is presently underused and neglected and as such represents a wasted resource. This underuse may be due to the park's poor location in terms of local demand or because the existing facilities are inadequate or unsuitable. If the latter is the case then the provision of new facilities could improve its attractiveness and consequently its use. An appraisal to assess the potential of this facility is therefore required.

A number of projects, including some of those referred to above, are included in the District Council's Capital Plan. This Plan contains those projects which the Council would like to pursue but cannot at present due to the unavailability of finance. Included in the Plan are further phases for the improvement of Ravenscraig Stadium, improvements to the Battery Park and to the Town and Cowdenknowes Reservoirs, and the development of the Coves Reservoir Country Park.

FOOTPATHS AND RIGHTS OF WAY

Active recreation is not confined to formal playing fields and sports centres. Walking is a popular pursuit as well as constituting an important means of access. The Local Plan recognises the value of an adequate network of footpaths to provide access to and through the countryside.

The District has an attractive hinterland and a system of formal footpaths could make it more widely enjoyed, although this must not create a conflict with rural interests, particularly agriculture.

Inverclyde already contains a number of well used footpaths which could form the basis of an integrated system. Some of these are public rights of way, being well defined rights of passage over private property which are open to the general public and protected by law. The District Council has a statutory responsibility for protecting rights of way.

POLICY

Ln

THE DISTRICT COUNCIL SHOULD ENDEAVOUR TO ESTABLISH, IF NECESSARY THROUGH LEGAL ACTION, THE EXISTENCE OF ALL PUBLIC RIGHTS OF WAY IN INVERCLYDE.

Although local authorities in Scotland are not required to register all Public Rights of Way, the Convention of Scottish Local Authorities (C.O.S.L.A.) has recommended that local planning authorities should record all routes within their area, publicise these as widely as possible and ensure that all paths used by the public are adequately signposted.

The maintenance of rights of way alone will not produce an integrated system of footpaths within the countryside. However, in conjunction with the use of the former Greenock to Kilmacolm railway line, they could form the basis of a network which would link Kilmacolm to Wemyss Bay, Loch Thom, Lunderston Bay and the proposed Coves Reservoir Country Park.

POLICY

Ln

CONSIDERATION SHOULD BE GIVEN TO THE CREATION OF A NETWORK OF FOOTPATHS THROUGHOUT INVERCLYDE, INCLUDING THE USE OF THE FORMER KILMACOLM TO GREENOCK RAILWAY LINE AS A FOOTPATH AND CYCLEWAY.

A well organised system of footpaths should be capable of being used by all sections of the community. Provision should be made not only for the very active who wish to walk several miles over testing terrain, but also the less ambitious members of the population who wish to enjoy a leisurely stroll in the countryside.

The Scottish Development Department commissioned agents to undertake a study of disused railways suitable for conversion to a traffic free route, for cyclists and walkers, through the countryside. This initial study included the section of railway line from Bridge of Weir to Greenock via Kilmacolm. This section would form part of a longer route originating in Pollok Park, Glasgow which in turn would be linked to other routes in Strathclyde. A more detailed survey of the section in Inverclyde has been concluded and should the funds be made available, including a financial contribution by Inverclyde District Council, then the development of this section can proceed.

To complete the footpath system a number of additional footpaths may be required. The Countryside (Scotland) Act 1967 enables a District Council to create "public paths" either by agreement with the landowner (which is preferable) or in certain circumstances through the use of compulsory powers.

Furthermore, Strathclyde Regional Council proposed to designate a Clyde Muirshiel Regional Park, which includes much of Inverclyde's rural area to the south of Greenock and Gourock. Such a designation will have implications for facilitating greater access to the countryside. The concept of Regional Parks was established in the Countryside (Scotland) Act 1981 and provides for their co-ordinated management.

As well as the use of the former railway line, a key element in the development of such a network would be the provision of increased public access to the waterfront. The Inverclyde Initiative will present opportunities to provide such access, as the Key sites identified in the Special Areas Policies are developed.

POLICY
Lo

THE PROVISION OF A RIVERSIDE WALKWAY FROM LANGBANK TO WEMYSS BAY IS SUPPORTED. PARTICULAR ATTENTION SHOULD BE GIVEN TO THE PROVISION OF PEDESTRIAN ACCESS TO THE WATERFRONT AS PART OF THE FUTURE REDEVELOPMENT AND REHABILITATION OF THE SITES REFERRED TO IN POLICIES SAa, SAB, SAd and SAe.

The Inverclyde Initiative supports the provision of a Riverside Walkway. Already the Initiative has developed the Kelburn Riverside Park and Newark Castle Park, including facilities permitting access to the waterfront. Other links in the riverside footpath should be provided as and when the sites are developed at the James Watt Dock, Greenock; the Custom House Quay, Greenock; the Guardian Estate, Fort Matilda, Greenock; and Cove Road to Ashton Road, Gourock. The development of the Riverside Walkway should be linked with the other elements of the proposed footpath network such as the existing Langbank to Kilmacolm footpath, the Cut and the former railway line.

Since the latter is ideally suited to cater for cyclists and wheel chair users as well as pedestrians, it is important that other parts of the footpath networks cater for all these potential users, wherever possible. In particular, the continuation of the footpath-cycleway from Greenock Town Centre to Gourock Pier via the Esplanade and Battery Park should be considered.

TOURISM

The Report of Survey emphasised the bias in the District's economic structure towards manufacturing industries whilst the services sector is significantly below the regional and national averages as discussed in the Industry and Employment chapter. Accordingly, there could be scope for an expansion in the services sector. A preliminary appraisal suggests that the leisure and tourism industry has the most potential; bearing in mind Inverclyde's location on the Firth of Clyde, its scenic qualities, ferry services and suitability for water borne activities.

Although the popularity of traditional holiday resorts has declined in recent years, both tourism and leisure pursuits are growing. The emerging demands are for "activity" holidays and for facilities which meet the requirements of mobile tourists, who are capable of visiting several points of interest within a wide area. The Scottish Tourist Board believe that Scotland has much to offer the tourist and is committed to developing tourism in Scotland. In particular, the Board is aware of the benefits of tourism to areas in need of economic stimulus.

Whilst Inverclyde is not a major tourist centre there are a large number of "in transit" tourists and day visitors who visit or pass through the District, in addition to the limited number of holidaymakers using local holiday facilities. By providing a range of tourist and leisure/recreation facilities it may be possible to exploit the vast potential that exists. If successful this would strengthen the local economy by creating new jobs and generating expenditure.

The Scottish Tourist Board recognises the special potential of the Clyde for water based activities and aims to promote centres for specialised activities. The Local Plan supports the creation of new water based activities within Inverclyde, particularly sailing which is ideally suited to the District's location. In view of the Regional Council's decision to retain only those piers and slipways which are used for commercial

purposes, the Inverclyde Initiative will consider the means of providing and maintaining public slipways and access to the foreshore.

The provision of new facilities, such as marina developments, sheltered moorings and water sports centres are likely to attract more visitors to the District. The implementation of one or more of the suggested developments at Coves Reservoirs, Cardwell Bay and Cragburn Pavilion would also improve the District's facilities for tourists.

The development of such facilities need not be provided solely by the public sector, indeed the private sector is already assisting in the provision of prestigious facilities for both residents and tourists.

One example is the Kip Marina, Inverkip which provides over 500 sheltered berths.

There are, however, other "less active" developments that could also add to the District's attraction for tourists and daytrippers. Heritage projects are becoming increasingly popular and, with its historical background, Inverclyde could be the ideal location for the development of a Museum of Emigration or other similar projects linked to maritime history and industrial archaeology. A centrally located Visitor's Centre, similar to those in Stirling and Carrbridge, could also prove a worthwhile facility.

The second Review of the Regional Structure Plan recommends that a Museum of Shipbuilding be promoted in Greenock as part of the Inverclyde Initiative and should form part of the National Museum of Industry for Scotland. The structure Plan also recognises the quays, docks and warehousing in Greenock as a regionally significant heritage resource and identifies particular buildings which should be protected. This Regional Policy is reflected in the Local Plan Policy ENn.

The grounds of Ardgowan House near Inverkip might also be suitable for leisure development which, with its proximity to Kip Marina and to the Regional Park at Cornalees Bridge and Lunderston Bay, would prove an added draw to visitors. Similarly, the provision of specialised and prestigious sports facilities and the development of suitable indoor and outdoor facilities catering for various demands and weather conditions, would also satisfy visitors as well as residents. A further development aimed at catering for visitors would be that of a high quality hotel complex.

The Local Plan recognises that to maximise the District's potential for tourism would be a major exercise involving expenditure and promotional exercises beyond the scope of the Plan and the financial capabilities of the District Council. However, the Regional Council and the Scottish Development Agency have joined forces with the District Council in a concerted effort to promote major developments for tourism as part of the Inverclyde Initiative. This Initiative, referred to in the Industry and Employment chapter, is examining the means of promoting leisure and tourism within the District. Consequently, further ideas and opportunities will be identified which the Local Plan will take into account at a later date.

Inverclyde District Council is a member of the Greater Glasgow Tourist Board. This will go some ways towards promoting the area and publicising its facilities and attractions to a wider market.

POLICY
Lp

*THE LOCAL PLAN WELCOMES THE CONSIDERATION THAT WILL BE GIVEN
BY THE INVERCLYDE INITIATIVE TO THE PROMOTION OF FACILITIES
FOR TOURISTS AND VISITORS.*

The District council's development briefs for key sites, reflected in

the Special Areas Policies, make provision for the development of recreational facilities capable of attracting visitors to the District. It is likely that a considerable amount of the Initiative's efforts at stimulating tourism will be concentrated at these sites.

Should the District's potential for tourism be successfully tapped it is likely that there will be increasing demands for tourist accommodation. Although such expansion would be welcomed, it is important that associated developments do not detract from the existing character of the District.

POLICY
Lq

THE ESTABLISHMENT OF HOTELS, GUEST HOUSES AND OTHER TOURIST ACCOMMODATION WILL BE ENCOURAGED. PROPOSALS FOR TOURIST ACCOMMODATION WILL, IN GENERAL, BE SUPPORTED PROVIDED THERE IS NO LOSS OF AMENITY AND OTHER PLANNING CONSIDERATIONS CAN BE SATISFIED.

HEALTH and COMMUNITY SERVICES

HEALTH AND COMMUNITY SERVICES - MAIN ISSUES

Are the health and community facilities currently provided adequate and in particular:

- (a) Are further facilities required for health, the elderly, children or the handicapped?
- (b) Is there a demand for further nursery schools and playgroups and, if so, in what form and in which locations?
- (c) Are further community centres and community halls required?
- (d) What provision can be made for future burials, bearing in mind the possible shortfalls in certain cemeteries?

HEALTH AND COMMUNITY SERVICES

OBJECTIVE

To facilitate the proper provision of health and community facilities, within reasonable reach of the District's population.

The provision of health and community services is mainly the responsibility of the Argyll and Clyde Health Board, Strathclyde Regional Council and, to a lesser extent, Inverclyde District Council. Where the implementation of proposals is not within the control of the District Council an indication has been obtained from the various bodies regarding proposals which are likely to be implemented within the Local Plan timescale. However, economic circumstances may lead to these proposals and their timescale being altered.

A high proportion of the population of Inverclyde does not have access to a private car and it is important that health and community facilities are located with this in mind.

POLICY *THE LOCATION OF HEALTH AND COMMUNITY FACILITIES SHOULD TAKE*
HCa *ACCOUNT OF THE NEEDS OF THOSE RELIANT ON PUBLIC TRANSPORT.*

The recent tendency, especially in the provision of health facilities, has been towards centralisation. This can create accessibility problems for the elderly, disabled and women with children in prams who have to attend hospitals, clinics and surgeries.

HEALTH FACILITIES

The Argyll and Clyde Health Board have indicated that they have a number of proposals which are programmed for the period covered by the Local Plan and detailed below.

POLICY *CONSIDERATION BEING GIVEN TO THE PROVISION OF A COMMUNITY COMPLEX*
HCB *FOR THE YOUNG DISABLED ON THE SITE OF THE FORMER E.N.T. HOSPITAL, GREENOCK.*

POLICY *CONSIDERATION IS BEING GIVEN TO THE DEMOLITION OF THE FORMER LARKFIELD*
HCC *HOSPITAL, GREENOCK AND THE PROVISION OF NEW HOSPITAL ACCOMMODATION ON*
 THE SITE.

POLICY *CONSIDERATION IS BEING GIVEN TO PROVISION OF MATERNITY SERVICES AT*
HCD *INVERCLYDE ROYAL HOSPITAL.*

PROPOSAL *A NEW ALCOHOL AND REHABILITATION UNIT WILL BE BUILT AT RAVENS CRAIG*
HC1 *HOSPITAL.*

The implementation of these proposals is important as they will significantly enhance the range of local health facilities.

Lack of financial resources may prevent some of the above developments from being implemented. At present one floor of the Inverclyde Royal Hospital and the Intensive Therapy Unit, have not yet been opened because of a lack of finance. The Ear, Nose and Throat Hospital may be demolished and the site developed to create hostel accommodation for the young disabled.

In addition, work has begun on the conversion of the former Eye Infirmary, Greenock to form a hospice.

POLICY *THE LOCAL PLAN RESERVES THE FORMER EYE INFIRMARY, GREENOCK FOR*
HCE *USE AS A HOSPICE.*

This work is being carried out by the Ardgowan Hospice Action Committee in stages, as finance permits. This worthy project will provide a valuable local facility and as such the site will be allocated for this use.

SOCIAL WORK FACILITIES

The Social Work Department of Strathclyde Regional Council have a number of schemes which they wish to implement during the Plan period. These schemes range in commitment from being under construction to areas where a need has been identified but, as yet, no site has been selected.

PROPOSAL HC2 OFFICES FOR THE REPORTER TO THE CHILDREN'S PANEL WILL BE BUILT IN THE GROUNDS OF THE FORMER ARDGOWAN SCHOOL, GREENOCK.

PROPOSAL HC3 A HOSTEL FOR THE MENTALLY HANDICAPPED WILL BE BUILT AT 14/16 BANK STREET, GREENOCK.

The following facilities will be provided during the Plan period but are not yet site specific.

POLICY HCf A SUITABLE SITE WILL BE RESERVED FOR AN ADULT TRAINING CENTRE IN GREENOCK.

POLICY HCg A SUITABLE SITE WILL BE RESERVED FOR AN INTERMEDIATE TREATMENT AND DAY ASSESSMENT UNIT IN GREENOCK.

POLICY HC h SUITABLE SITES WILL BE RESERVED FOR HOMES FOR THE ELDERLY IN GREENOCK AND PORT GLASGOW.

No sites have been selected for Policies HCf, g and h.

COMMUNITY FACILITIES

Community centres exist throughout the District to meet local needs and provide social facilities for the surrounding areas. These community centres are administered by the Regional Council, District Council and various local organisations and constitute vital community facilities.

A number of areas have been identified where there is need for new community facilities.

POLICY HC i SITES FOR COMMUNITY FACILITIES WILL BE RESERVED AT:

- i) WEMYSS BAY
- ii) UPPER GOUROCK

The District Council are currently negotiating to purchase a site in Wemyss Bay to provide community facilities.

There are several redundant church buildings within the District and further school accommodation is likely to be vacated and become available in the near future. As it is often difficult to find alternative uses for such redundant buildings their use for community purposes could be appropriate.

POLICY HC j THE LOCAL PLAN RECOMMENDS THAT CONSIDERATION SHOULD BE GIVEN TO VACANT PUBLIC BUILDINGS BEING USED FOR COMMUNITY USES, RATHER THAN REDEVELOPMENT, ESPECIALLY IF THEY ARE LISTED BUILDINGS.

Where buildings are "listed" as being of architectural or historic interest special efforts should be made to retain the building.

LIBRARIES

The District Council is responsible for the provision of library facilities in the District. The Local Plan recognises the valuable community, educational and leisure services libraries offer.

Within Inverclyde existing facilities are, in general, well used by the public and will be retained. However, the existing provision is deficient in some areas.

PROPOSAL
HC4

A NEW PUBLIC LIBRARY IS BEING BUILT AT KEMPOCK PLACE, GOUROCK.

This will replace the library in the Gamble Halls and provide a new branch library to serve Gourock.

POLICY
HCk

A SITE FOR A PUBLIC LIBRARY WILL BE RESERVED AT KILMACOLM.

This is a long term project but should not be forgotten if a suitable site becomes available.

Additionally, a need has been identified for the introduction of a second mobile library to serve the western part of Inverclyde.

BURIAL GROUNDS

The Report of Survey highlighted the shortage of ground allocated for burial purposes within the District. Since then the use of Greenock Cemetery has been restricted.

This means that land should now be reserved for future burials, as normally new cemeteries are left to settle prior to use.

POLICY
HC1

THE LOCAL PLAN RECOMMENDS AN OVERALL EXAMINATION OF THE FUTURE PROVISION OF BURIAL GROUNDS WITH A VIEW TO IDENTIFYING SITES FOR THIS PURPOSE.

It is important that further burial ground is identified for future use. The Local Plan will monitor this situation and on the identification of sites it will be modified accordingly.

EDUCATION

EDUCATION - MAIN ISSUES

Do the District's educational facilities best serve the needs of the Community and in particular:

- (a) Could greater advantage be taken of the spare capacity existing in many schools throughout the District, and is there a potential for alternative uses?
- (b) Can the deficiency in public and school recreational facilities be jointly resolved?

EDUCATION

OBJECTIVES

1. *To facilitate an appropriate provision of facilities for nursery, primary, secondary and further education.*
2. *To seek a wider use of school premises by the community at large.*

The district has more than sufficient primary and secondary school accommodation and facilities for further education are adequate. The only spheres of education which suffer from a shortage of accommodation are those of pre-school (for under five year olds) and of community education.

PRE-SCHOOL AND COMMUNITY EDUCATION

The Report of Survey showed that pre-school activities vary, from the numerous playgroups and toddlers groups organised by various voluntary bodies and the Regional Social Work Department, to the more formal nursery school education provided by the Regional Education Authority.

The Regional Council does not consider the current provision for nursery education in Inverclyde to be adequate. However, due to financial restrictions, it is unlikely that new nursery schools will be built during the Plan period, although a new "drop in" centre has been provided at Holy Cross Primary School, Greenock. It is probable that any additional provision will only be possible through the adaptation of unwanted surplus accommodation in existing primary or secondary schools.

The Community Education Service, another function of the Regional Education Authority, provides a range of facilities for vocational and recreational adult education, youth and adult recreation and for community activities. In a similar fashion to the way wings for nursery education have been provided at existing primary schools, the Education Authority has also provided a number of community wings at existing schools for community education. One result of a shorter working week and high unemployment is the increasing demand for communal and leisure activities, some of which can be met through the various elements of community education.

POLICY
EDα

STRATHCLYDE REGIONAL COUNCIL SHOULD CONTINUE TO EXTEND THE PROVISION FOR NURSERY AND COMMUNITY EDUCATION WITHIN INVERCLYDE.

Many schools within Inverclyde contain a considerable amount of spare capacity which could be utilised for nursery or community education. The Regional Council is considering the possibility of providing community education facilities at Wemyss Bay Primary School and Greenock High School.

ALTERNATIVE USES FOR SPARE SCHOOL FACILITIES

As stated above, there is a considerable amount of excess accommodation in many of the existing schools. In particular, the Education Authority estimates that there is at least one secondary school too many in Greenock and possibly one or two primary schools in Greenock and Port Glasgow which are surplus to requirements. Several of the schools are also in a less than satisfactory condition by virtue of their age and out-moded design.

The Regional Council may convert some of this spare capacity to other educational uses, as indicated above. It may also consider the amalgamation of some existing schools. This would therefore release complete units of surplus accommodation and ancillary facilities, such as playing fields, which could be adapted or redeveloped for wider community purposes.

POLICY
EDb

IN ACCORDANCE WITH POLICY Lg CONSIDERATION SHOULD BE GIVEN TO THE USE OF SPARE SCHOOL FACILITIES FOR COMMUNITY AND RECREATIONAL ACTIVITIES. PARTICULAR ATTENTION SHOULD BE GIVEN TO THE GREATER PUBLIC USE OF THE SPORTS HALL AND SWIMMING POOL AT PORT GLASGOW HIGH SCHOOL, AND OF THE SPORTS HALL AT ST. COLUMBA'S HIGH SCHOOL, GOUROCK.

The need to maximise the use of the District's existing facilities for leisure and recreation, as discussed in the Leisure and Recreation chapter, reflects the financial restrictions which make the wholesale provision of new facilities impossible. This earlier reference also indicates that more efficient use might be made of the existing educational establishments through their greater joint use by residents as well as pupils. Similarly, in instances where the development of extra indoor or outdoor recreational facilities is being contemplated by the Education Authority, it would be preferable if such development could take place where the shortage is most acute in terms of both public and educational requirements.

The Regional Structure Plan Policy SP1, in recommending the greater "dual-use" of educational facilities, specifies the above halls and swimming pool as being particularly suitable for greater use by the community.

Despite the overall surplus of school accommodation, a number of schools have had to use temporary hatted accommodation. However, only Cowdenknowes High School still uses huts and it is the Regional Council's intention to remove all such accommodation as soon as space is available within permanent school buildings.

In relation to the possible rationalisation of the existing schools, the Regional Council will produce a consultative document regarding the appropriate schools. The Local Plan will need to be regularly reviewed in the light of any recommendations that may be made in such a document.

PUBLIC UTILITIES

PUBLIC UTILITIES - MAIN ISSUES

What can be done to ensure the adequate provision of public utility services in the District and in particular:

- (a) Is there a continuing need to make provision for a sewage treatment and disposal plant to serve Greenock, Port Glasgow and Gourock bearing in mind the pollution caused by the present system?
- (b) Do the water supply difficulties experienced in Kilmacolm justify the development of new facilities?
- (c) How can the District Council best resolve the inadequacies in facilities for refuse disposal and provide for future need including sites for tipping?

PUBLIC UTILITIES

OBJECTIVE

To ensure an adequate and satisfactory provision of public utility services in the District.

It is important to ensure that the necessary public utility services are provided to meet both existing and future needs of the community. In processing planning applications it is normal practice to consult with the relevant public utility bodies to ensure that the development can be served and that their infrastructure will not be affected by the proposals.

POLICY
Pa PUBLIC UTILITY BODIES WILL CONTINUE TO BE CONSULTED IN THE
COURSE OF STATUTORY DUTIES, RELATING TO DEVELOPMENT CONTROL
AND THE ASSESSING OF PLANNING APPLICATIONS.

WATER SUPPLY

A large part of the rural area in the District is used by the Water Department. There are numerous reservoirs supplying water to the District. The Water Department are naturally anxious to protect these catchment areas from changes that could affect the water supply.

POLICY
Pb IN THE RURAL PART OF THE DISTRICT THERE WILL BE A GENERAL
PRESUMPTION AGAINST ANY DEVELOPMENT WHICH IS LOCATED IN, OR
WHICH WILL DIRECTLY AFFECT, A WATER CATCHMENT AREA, IN A MANNER
DETRIMENT TO THE POTABLE QUALITY OR QUANTITY OF THE SUPPLY.

Afforestation in water catchment areas could affect run-off into the reservoirs and pollution from new development (particularly from septic tanks) will require careful consideration. Where necessary an evaluation of proposed development will be undertaken.

Within Greenock and Port Glasgow there are a number of aqueducts once used by the traditional industries but now superfluous. These present maintenance difficulties, impede redevelopment and waste water which could be used elsewhere.

POLICY
Pc CONSIDERATION WILL BE GIVEN TO THE REMOVAL OF INDUSTRIAL
AQUEDUCTS NO LONGER REQUIRED TO PRODUCE POWER OR USED FOR
EFFLUENT DISPOSAL PURPOSES. WHERE POSSIBLE AND NECESSARY THE
WATER IN AQUEDUCTS WILL BE DIVERTED TO THE DOMESTIC OR INDUSTRIAL
SUPPLY.

Certain aqueducts are being used for the dilution and safe disposal of trade effluents and, therefore, continue to provide a service. Furthermore, some aqueducts may be of industrial heritage significance and as such may be considered worthy of protection as discussed in Environment Policy ENn.

REFUSE DISPOSAL

Refuse collection and disposal is the responsibility of the District Council. Whilst the Council strive to provide the best possible service they are faced with a refuse treatment plant that is obsolete and tipping sites approaching their limits. The handling of refuse has been reviewed and a system of baling refuse is to be adopted.

POLICY Pd THE LOCAL PLAN ACKNOWLEDGES THE DISTRICT'S WASTE DISPOSAL NEEDS. CRAIGMUSCHAT QUARRY IN GOUROCK, AS REFERRED TO IN ENVIRONMENT PROPOSAL EN2, COULD SATISFY SOME OF THE FUTURE REQUIREMENTS FOR SITES FOR DISPOSAL. THE SUBSEQUENT IDENTIFICATION OF FURTHER SITES WILL REQUIRE THE LOCAL PLAN TO BE MODIFIED IN ORDER THAT THE LAND WILL BE RESERVED ACCORDINGLY.

The Craigmuschat Quarry site is the subject of a proposal by the S.D.A. for reclamation involving infilling and environmental improvement. The implementation of this scheme will help alleviate immediate refuse disposal problems.

It is recognised that tipping sites are a matter of public interest and concern. Inadequately landscaped and poorly maintained refuse tips create unnecessary environmental problems that should not be tolerated.

POLICY Pe FUTURE TIPPING SITES WILL BE STRICTLY CONTROLLED TO AVOID ENVIRONMENTAL PROBLEMS AND WILL REQUIRE TO CONFORM TO DEVELOPMENT CONTROL POLICY DC7.

This will ensure that future tipping sites are properly and adequately controlled and managed. Policy DC1 sets down criteria governing future proposals.

Discarded rubbish is a problem which is experienced in many parts of the District. As many of the sites used for fly-tipping are in the countryside or along the coastline, private transportation is usually involved. This occurs despite the existence of a fairly comprehensive refuse disposal service provided by the District council and it is possible that better advertising of the existing facilities could make people more aware of the services provided.

Allocating permanent sites for skips to supplement the existing system employing temporary skips would mean that people would be more aware of the location.

POLICY Pf THE LOCAL PLAN SUPPORTS THE ESTABLISHMENT OF FURTHER "CIVIC AMENITY" TIPPING SITES WITHIN THE DISTRICT TO AUGMENT THE EXISTING FACILITIES AT KIRN DRIVE, GOUROCK AND ANDERSON STREET, PORT GLASGOW.

Civic Amenity tipping sites were introduced by the Civic Amenities Act 1976 to minimise illicit dumping. In practice they tend to be small, permanent sites where skips are located in a landscaped or screened setting, and where maintenance is vital. It is hoped that the sites referred to above will be augmented by others.

SEWAGE TREATMENT

The Report of Survey identified the pollution of the Clyde by existing sewage disposal methods as a major problem. The discharge of raw sewage from Port Glasgow, Greenock and part of Gourock into the Clyde is unsatisfactory.

The Regional Council's Sewerage Department is responsible for sewage disposal and treatment and they are developing a sewage plant in the Battery Park/Guardian Industrial Estate area at Fort Matilda, Greenock.

PROPOSAL P1 STRATHCLYDE REGIONAL COUNCIL, SEWERAGE DEPARTMENT, ARE TO CONSTRUCT A SEWAGE TREATMENT WORKS AND LONG SEA OUTFALL BESIDE THE BATTERY PARK IN GREENOCK.

This scheme involves a long sea outfall pipe, extending a sizeable distance out into the river, a pumping station and inlet works.

The Regional Council has assured the District Council that this scheme will not result in bad neighbour development and there will be little or no incidence of smell or noise and the design of the development will be to an acceptable standard.

DEVELOPMENT CONTROL

DEVELOPMENT CONTROL

The Housing; Industry; Environment; and Leisure, Recreation and Tourism chapters all include policies (Hn, Ih, ENa, La) which identify broad areas where one type of land use is predominant and where, in general, changes of land use will be restricted. For example, Hn identifies those extensive areas of a predominantly residential character where developments, other than of a residential or ancillary nature, will not be permitted.

There are, however, large areas within Inverclyde which are neither affected by a policy which suggests a change of land use nor do they comprise homogeneous units of a residential, industrial or open space character. Such areas may consist of a mixture of uses or comprise a single use such as a school.

POLICY *IN THOSE AREAS IDENTIFIED ON THE PROPOSALS MAP, NO SIGNIFICANT*
DCa *DEVELOPMENTS OR CHANGES IN LAND USE ARE ENVISAGED AND PLANNING*
APPLICATIONS WILL BE CONSIDERED ON INDIVIDUAL MERIT AND IN
ACCORDANCE WITH STRUCTURE PLAN POLICIES AND OTHER LOCAL PLAN POLICIES.

A change of land use will only be permitted when other Development Control policies can be satisfied and when the change would improve the existing situation.

The remaining Development Control policies refer to a selection of different categories of development. It is hoped that these policies will prove a range of formalised standards which will help the planning authority to reach consistent decisions on planning applications relating to all manner of developments. Furthermore, these "standards" will advise prospective applicants as to what form of development would be more likely to be acceptable.

RESIDENTIAL DEVELOPMENTS

The policies relating specifically to new residential development and existing residential areas are designed to improve and maintain the quality of Inverclyde's residential environment.

The form and layout of a housing area contributes much to the quality of the residential environment. It is important, therefore, that an acceptable standard in design and the provision of amenities and facilities in new development is sought.

POLICY *NEW HOUSING DEVELOPMENT SHOULD CONFIRM TO THE FOLLOWING STANDARDS:*
DCb *i) DENSITY: In examining the merits of individual planning*
applications, the District Council will assess the density
implications of a proposed housing development in relation
to surrounding densities. Within the West End of Greenock
in the area referred to in Policy DCo, specific density
policies will be imposed.

ii) OPEN SPACE PROVISION: Public open space should be provided
at the indicative ratio of 1.6 ha (4 acres) per 1000 population
of which children's play areas and kick-about areas should
comprise 0.32 ha (0.8 acres).

On completion of the open space to an approved standard the
developer will be responsible for its satisfactory maintenance
for the first 12 months. Thereafter the District Council will
be prepared to adopt and maintain the area on receipt of a sum
equal to the annual maintenance/repair costs for 10 years.

The District Council will be looking for open space provision that has been designed as an integral part of the layout and constitutes an attractive feature readily accessible and easily maintained. The open space provision should be completed not later than the completion of the last house in the development.

- iii) SITE FEATURES: All aspects of the development should retain and, where possible, enhance any positive landscape or townscape features of the site or its environs. Consequently, existing trees, hedges, shrubs and other natural as well as man-made features (e.g. dry-stone dyke) should be as far as possible incorporated into the layout.
- iv) LANDSCAPING: Proposals for major housing development should contain detailed landscaping proposals, including tree planting. Account should be taken of the need to screen the site, incorporate site features to be retained and enhance areas of open space.
- v) ROAD DESIGN AND PARKING PROVISION: Development will be required to meet the road design and parking guidelines of Strathclyde Regional Council. Specifically, housing layouts must contain one parking space per dwelling plus 30% extra spaces to accommodate visitors parking. Wherever possible parking should be located within the curtilage of dwellings.
- vi) PHASING: The provision of ancillary facilities (such as play areas, shops and footpaths) should, as far as practicable, be co-ordinated with the phased development of new housing areas.

The above criteria clarify to housing developers the requirements of the District Council, as the planning authority, in respect of future developments. The intention is to secure a consistently high standard of layout. Although they will apply mainly to the large developments in new estates, more modest proposals will also be considered against the "density" and "site features" requirements of this policy.

The development standards should also relate to the extension and alteration of existing properties so that minor domestic changes do not detract from a residential area's overall appearance.

POLICY
DCc

DEVELOPMENT WITHIN EXISTING RESIDENTIAL AREAS (INCLUDING COMPLETED NEW RESIDENTIAL DEVELOPMENT) WILL BE SUBJECT TO THE FOLLOWING SPECIFIC CONTROLS:

- i) Extensions to residential property should be constructed of materials to match the external finish of existing buildings.
- ii) Extensions to residential property which would tend to dominate the existing buildings, neighbouring properties or a wider area will, in general, be opposed.
- iii) Dormer window extensions should be contained within the existing roof profile and should be of a scale and character appropriate to the building. Dormers should not dominate the existing roof line, rise above the existing ridgeline or result in the creation of a flat roof.
- iv) Porch extensions should generally be of a size, scale and design compatible with the existing dwelling and the overall street scene.
- v) Extensions at the side of houses should not in general incorporate flat roofs and will be opposed where they would contribute to the creation of an unbroken or terraced appearance on a street frontage.

- vi) *In order to preserve the privacy of neighbouring occupants, rear extensions incorporating a balcony above first floor level and/or windows overlooking the adjoining property will be discouraged.*
- vii) *New domestic garages should be of a size, scale and design compatible with the residential area in general and particularly the adjoining house. They should not protrude beyond the front elevation of the building or the side elevation where it forms a street frontage. Furthermore, they should be utilised only for uses generally accepted as being incidental to the enjoyment of the dwelling.*
- viii) *Roofing materials (e.g. tiles or slates) on any new extension should match those of the existing dwelling. The District Council would hope that when re-roofing takes place a similar colour of roofing material will be used.*
- ix) *In flatted developments applicants for planning permission to replace windows will be encouraged to use replacements that reflect the existing windows or conform to the style of other windows in a building where a general uniformity exists.*

The impact of poorly designed house extensions and alterations on the quality of a residential area can be severe. Most of the above standards can be enforced by the District Council when dealing with planning applications as the Local Planning Authority. However, a great many alterations constitute "permitted development" under planning legislation. Such developments do not require planning permission and consequently the co-operation and goodwill of residents will have to be sought if standards are to be maintained.

INDUSTRIAL, COMMERCIAL AND RETAIL DEVELOPMENTS

Through the policies contained in the Industry chapter, the Local Plan seeks to promote industrial development on sites which are advantageous to the industry concerned and which do not encroach on the amenity of more sensitive parts of Inverclyde, such as residential areas. It is essential that new developments do not damage the environmental quality of the surrounding areas as may occur through the use of unsympathetic building materials or insufficient landscaping.

The environmental quality of new industrial development is also protected through the Local Plan's acceptance of the Regional Council's guidelines for car parking, vehicular access and circulation space for service vehicles.

POLICY
DCd

NEW INDUSTRIAL DEVELOPMENT WILL BE SUBJECT TO THE FOLLOWING:

- i) *The Regional Council's parking guidelines for industrial premises (i.e. 1 space per 100 square metres of floor area plus 10% for visitors parking).*
- ii) *The Regional Council's guidelines in relation to the provision of adequate vehicular service and circulation space.*
- iii) *The control of the outside storage of materials with adequate screening will be required in prominent or sensitive areas.*
- iv) *The use of suitable building materials compatible with the environs of the site.*
- v) *Where space permits on the site, developers will be required to carry out appropriate landscaping and screening.*

Similar safeguards are also required for commercial and retail developments to ensure that adequate parking and servicing facilities are provided, so protecting adjoining areas from the nuisance of traffic and parking pressure.

POLICY DCe WHERE PRACTICAL, NEW COMMERCIAL AND RETAIL DEVELOPMENT SHOULD PROVIDE ACCEPTABLE SERVICING FACILITIES FOR THE LOADING AND UNLOADING OF GOODS, AND CAR PARKING SPACES IN ACCORDANCE WITH THE REGIONAL COUNCIL'S GUIDELINES, INCLUDING RELEVANT STRUCTURE PLAN POLICIES.

Structure Plan Policy presents direction on maintaining a minimum parking provision in main shopping centres, ensuring adequate parking facilities in major retail development and safeguarding a loss in the parking provision in main shopping centres.

The amenity of shopping areas can also be improved by the control of shop frontages, in particular the design of shop fascias.

POLICY DCf SHOP FASCIAS WILL BE SUBJECT TO THE FOLLOWING CONTROLS:

- i) New fascias on existing shops should be to a suitable and sympathetic design where appropriate relating to adjoining shops and those under the same roof.*
- ii) Fascias in new shopping developments should be to a predetermined design.*

Shop frontages are important features in any townscape and can provide an attractive element which could contribute to a shopping street's financial success. Shop fascias are an important component in these frontages and consequently, proper consideration should be given to their optimum design. This policy will be especially applicable in those areas covered by Shopping Policies Sg, Sh and Sk.

COMMERCIAL FACILITIES FOR MOTOR VEHICLES

The impact of the motor car on modern life has been dramatic and has made various demands for different urban land uses. These forms of land use associated with motor vehicles, can often pose environmental dangers if not properly controlled.

POLICY DCg PETROL FILLING STATIONS WILL BE REQUIRED TO INCORPORATE THE FOLLOWING:

- i) A wide enough frontage to accommodate adequate circulation space and the appropriate Regional Council access requirements.*
- ii) A site depth and layout which can facilitate easy movement of cars and some queuing on the site.*
- iii) A presumption against the long term parking or storage of cars on the forecourt.*
- iv) A presumption against the provision for the sale of vehicles except from a proper and approved car showroom.*
- v) Adequate screening where material and/or cars are stored on the site.*
- vi) Strict control of advertisement signs.*

The above standards, which the future development of petrol filling stations will be required to follow, will ensure that the environmental problems associated with such a development are minimised. There is particular concern that such development should not incorporate the sale or storage of vehicles except from an adequately designed and sited showroom.

POLICY WHERE THE SALE OF MOTOR VEHICLES TAKES PLACE THE STORAGE OR
DCh DISPLAY OF MOTOR VEHICLES ON A PUBLIC HIGHWAY WILL NOT BE
PERMITTED. WHERE THE STORAGE OF MOTOR VEHICLES IS PERMITTED
ADEQUATE SCREENING MUST BE PROVIDED.

The storage and sale of motor vehicles can result in a dangerous and unsightly intrusion into an otherwise ordered street scene.

The repair and breaking up of older vehicles creates another land use which requires a careful choice of location. Due to the often unsightly nature of such facilities, consideration will often have to be given to the screening of these operations.

POLICY WHERE VEHICLE REPAIRS OR OTHER WORKS WITH VEHICLES TAKE
DCi PLACE, INCLUDING VEHICLE SCRAPYARDS, THE STORAGE OF
VEHICLES AND MATERIALS SHOULD BE ADEQUATELY SCREENED.
THE STORAGE OF VEHICLES ON A PUBLIC HIGHWAY AS PART OF THESE
OPERATIONS WILL NOT BE PERMITTED.

As with other land uses it is important that adequate parking is provided in conjunction with development. Accordingly, the Regional Council's guidelines should be applied to minimise problems.

POLICY THE REGIONAL COUNCIL'S PARKING GUIDELINES FOR COMMERCIAL GARAGES
DCj WILL BE APPLIED.

This applies to petrol filling stations, car showrooms, vehicle repairers and exhaust, tyre centres, etc.

MINERAL WORKINGS AND TIPPING OPERATIONS

The winning and working of minerals have often resulted in major environmental problems, both during and after the period of operations. As well as the visual intrusion often caused by excavation works, the associated commercial traffic can be responsible for noise and dust. Other problems encountered include the possible danger to public safety caused by derelict workings, possible pollution to air, water or soil, and in certain cases that of subsidence.

POLICY IN ACCORDANCE WITH STRUCTURE PLAN POLICY THERE WILL BE A GENERAL
DCK PRESUMPTION AGAINST ANY FURTHER MINERAL WORKINGS. HOWEVER,
SHOULD THERE BE ANY EXCEPTIONS TO THIS PRESUMPTION THEN PROPOSALS
WILL BE SUBJECT TO THE FOLLOWING REQUIREMENTS:

- i) Plans should be submitted showing sections of existing and proposed finished levels together with phasing plans.
- ii) Time limits governing the completion of operations and subsequent restoration works.
- iii) Restoration of the site to a predetermined after use e.g. agriculture or open space.
- iv) Restoration of the site should be effected in accordance with an approved landscaping scheme which may be required to be phased to provide screening or in order to secure progressive restoration during the period of operations.
- v) Conditions on planning permissions will govern the siting and subsequent removal of plant and buildings; access and wheel cleaning arrangements; retention of trees, fencing, drainage; protection and proper storage of topsoil, subsoil, overburden; blasting; hours of working and acceptable completion of restoration.

The Structure Plan indicates that a generous supply exists at present within Strathclyde for mineral workings and discourages any further allocation. It is, therefore, unlikely that new mineral workings will be proposed within Inverclyde over the next 10 years. However, any proposal for the winning of minerals in Inverclyde which is considered appropriate by both the Regional and District Councils, will have to comply with the above requirements.

Similar environmental considerations have to be made in relation to the possible tipping of various materials. The need for additional tipping facilities, including those for domestic refuse, was considered in the Public Utilities chapter. The following standards will be imposed in cases where future tipping is found to be necessary.

POLICY
DC1

APPLICATIONS FOR THE TIPPING OF MATERIAL, INCLUDING REFUSE, WILL BE SUBJECT TO THE FOLLOWING REQUIREMENTS:

- i) Plans should be submitted showing sections of existing and proposed finished levels together with phasing plans.*
- ii) The type of material to be tipped will be strictly controlled.*
- iii) The site to be restored to a predetermined after use, e.g. agriculture or open space.*
- iv) Restoration of the site should be effected in accordance with an approved landscaping scheme showing completion in phases in order to secure progressive restoration.*
- v) Time limits governing the completion of the various phases of operations and of subsequent restoration works.*
- vi) Adequate fencing around the site to facilitate supervised tipping and to avoid refuse being dispersed by the wind.*
- vii) At the completion of tipping each day the area concerned will be covered and sealed with suitable material.*
- viii) Adequate drainage must be achieved to avoid collection of surface water and pollution of watercourses to the satisfaction of the Clyde River Purification Board and the Regional Council's Department of Sewerage.*
- ix) Conditions on planning permission will govern access and wheel cleaning arrangements; hours of operation; protection and proper storage of topsoil, subsoil and overburden and acceptable completion of restoration.*

It is hoped that the above criteria, if properly adhered to, will ensure that through an approved scheme of operation environmental damage will be minimised. In particular, it is important that satisfactory restoration should be achieved and that this process should be phased to reduce the visual impact.

It should be noted that the terms of Policy DC1 will not reduce the District Council's responsibility for the licensing of tips, in terms of the Control of Pollution Act, 1974.

URBAN CONSERVATION AND SPECIAL CONTROLS

Consideration has been given in the Environment chapter (Policies ENi to ENo) to the designation and protection of parts of Inverclyde which possess the special qualities associated with Conservation Areas. These qualities are usually of significant architectural or historic interest and produce a special character or appearance which it is desirable to preserve or enhance.

The Environment chapter also introduced the concept of Areas of Policy Control (Policy ENm). This concept enables the District Council to enforce stricter control requirements than normally apply to domestic developments and to developments by statutory undertakers (such as the Regional and District Councils) and the service agencies (such as the Gas Board).

In terms of planning applications for development within Conservation Areas and Areas of Policy Control a number of special criteria have therefore been established.

POLICY
DCm

THE DISTRICT COUNCIL WILL ENDEAVOUR TO CONSERVE THE CHARACTER OF THE EXISTING AND PROPOSED CONSERVATION AREAS AND THE PROPOSED AREAS OF POLICY CONTROL. PLANNING APPLICATIONS FOR DEVELOPMENT AND CHANGES OF USE WITHIN THESE AREAS WILL BE SUBJECT TO THE FOLLOWING SPECIFIC REQUIREMENTS:

- i) Proposals for the change of use, sub-division, renovation and extension of existing buildings and new development will require to be to a high standard of design in keeping with the general character of these areas and the buildings they contain in terms of scale, detailing and materials.*
- ii) House extensions will be required to adhere strictly to the controls identified in Policy DCc as the District Council will be looking for a high standard of design and a compatibility with the existing dwellings.*
- iii) Planning applications in outline will not normally be considered unless accompanied by a sketch scheme indicating the type of development proposed, its form and the materials to be used.*
- iv) No trees shall be lopped, topped, pollarded or felled within the existing and proposed Conservation Areas without the prior written approval of the District Council.*

Policy DCr also includes special control over the display of advertisement signs. Such signs, like the above types of development, if not properly controlled could have an adverse effect on the amenity of an area, especially one as environmentally sensitive as a Conservation Area.

By definition Conservation Areas will contain a large number of "listed buildings". These are buildings contained in the Secretary of State's list of buildings of special architectural or historic interest. As such these buildings are protected by law from unauthorised alteration, extension or demolition.

However, not all of the buildings within Conservation Areas are "listed" nor are all of the "listed buildings" contained within such Areas. There is, therefore, a need for a separate set of special development control requirements for proposed developments to "listed buildings".

POLICY
DCn

THE DISTRICT COUNCIL WILL PROTECT THE MANY "LISTED BUILDINGS" WITHIN INVERCLYDE BY INVOKING THE NECESSARY STATUTORY ACTION AND IN ADDITION BY HAVING REGARD TO THE FOLLOWING:

- i) Proposals involving the alterations or extension of any "listed building" will only be approved if they reflect the scale, proportions and external appearance of the building to which they relate.*
- ii) Only in extreme cases, where public interest and safety is affected, will a recommendation be made to the Secretary of State that demolition should be permitted.*
- iii) New development adjacent to a "listed building" must*

not affect its character and therefore careful consideration will be given to the scale and appearance of any proposal and the use of suitable materials will be required.

iv) The District Council will make every effort to find alternative uses for vacant "listed buildings" to prevent them deteriorating and falling into a state of disrepair.

v) Development to or having an adverse effect on Category 'A' "Listed Buildings" will generally be opposed.

It is hoped that the demolition or redevelopment of a "listed building" will not be necessary and that appropriate measures will be taken to ensure such buildings are kept in a reasonable state of repair. The District Council, as the planning authority, will also endeavour to protect "listed buildings" from the unsympathetic development of neighbouring properties.

Category 'A' listed buildings are the most important status and as such are considered to be of national or regional significance. The need to safeguard the unique qualities and setting of such a building is of paramount importance.

The introduction of a local register of vacant "listed buildings" has proved beneficial elsewhere in achieving new uses for redundant properties. Accordingly, consideration should be given to establishing a register for Inverclyde.

Further to the special controls in the Local Plan for development within Conservation Areas and Areas of Policy Control, there are additional special controls for the West End of Greenock.

POLICY
DCo

WITHIN THE WEST END OF GREENOCK IN THE AREA SHOWN ON THE FOLLOWING MAP, THE DISTRICT COUNCIL WILL CONTINUE TO OPERATE THE SPECIAL DEVELOPMENT CONTROL POLICIES LISTED BELOW:

- i) Within the zone in the vicinity of Nelson Street and Kelly Street, as shown on the accompanying plan, only development or change of use to civic, education, public or residential use will be permitted.*
- ii) Within the zone in the vicinity of Campbell Street, Ardgowan Square, Kelly Street and Brougham Street shown on the accompanying plan only development or change of use to residential or office will be permitted.*
- iii) Within the zone in the vicinity of Kelly Street and George Square any of the uses identified in (i) and (ii) above will be permitted.*
- iv) Within the remainder of the West End, only development or change of use to residential use will be permitted.*
- v) To the west of the Campbell Street/Forsyth Street boundary shown on the accompanying plan, a maximum density of 40 habitable rooms per acre (99 per ha) is not to be exceeded. Flatted development will in principle be opposed.*
- vi) To the east of the boundary referred to in (v) above a maximum density of 80 habitable rooms per acre (198 per ha) will be permitted and flatted development will be supported.*
- vii) Where the flatting or sub-division of existing houses is proposed, then a minimum of one off-street car parking space per dwelling will be required.*

The West End of Greenock is an attractive residential area of high amenity and is regarded as meriting special treatment to protect it.

GREENOCK WEST END -- POLICY AREAS

WEST END BOUNDARY ◆◆◆◆◆

RESTRICTION OF USES

Civic, educational, public or

residential zone

Residential or office zone

Mixed use zone

Residential zone

RESIDENTIAL DENSITY

40 habitable rooms per acre

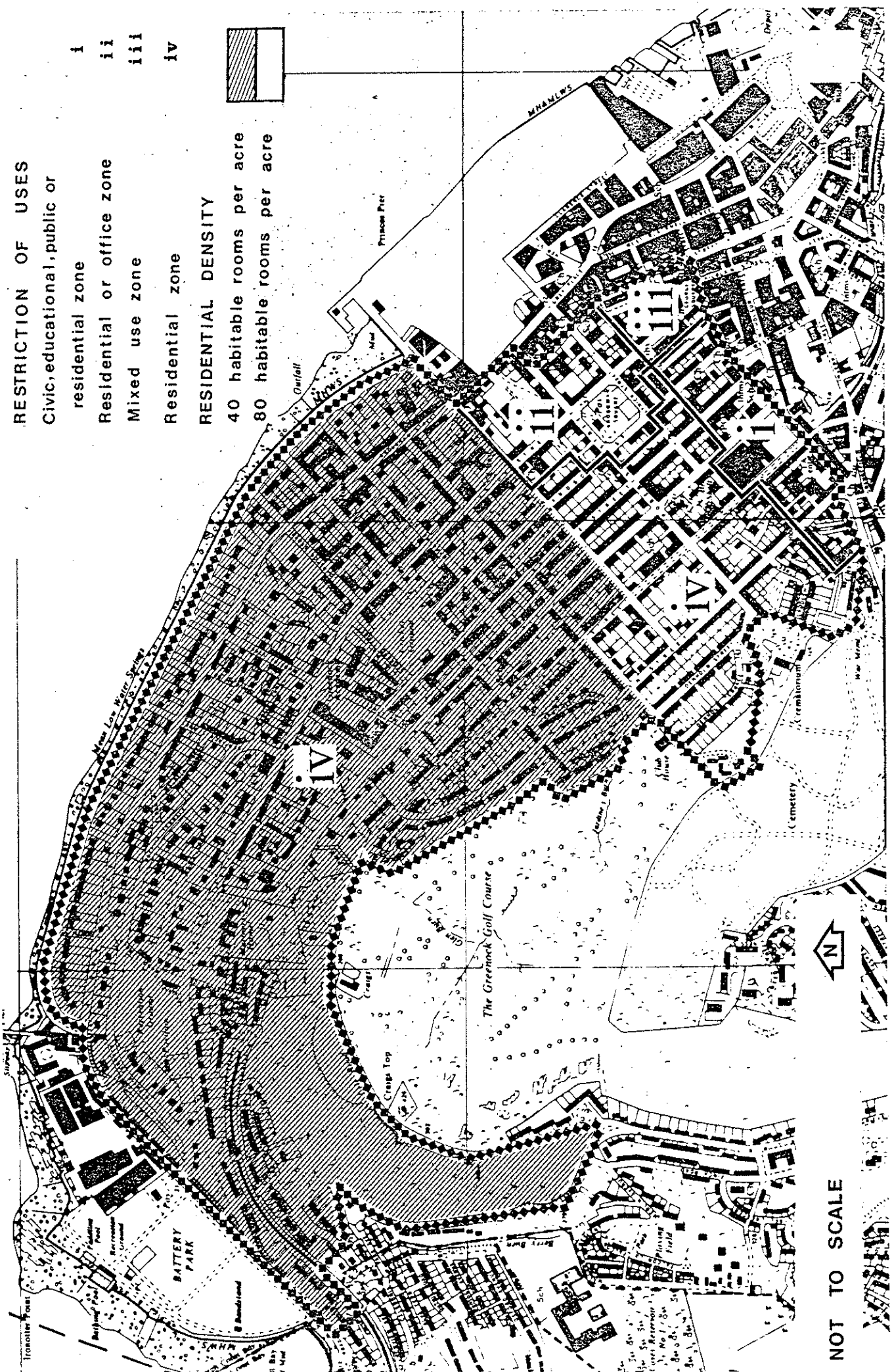
80 habitable rooms per acre

i

ii

iii

iv



NOT TO SCALE

Greenock Corporation introduced special control and Inverclyde District Council has enforced this since reorganisation. It is considered appropriate for this policy to be continued through the implementation of Policy DCo. These special controls are in addition and complementary to the special requirements attached to the proposed Ardgowan Conservation Area and to the Esplanade Area of Policy Control.

Within residential areas, particularly low density areas, like Greenock's West End or Kilmacolm, it is important that the development of new dwellings does not threaten the amenity of the area or road safety. Forms of development that can pose problems are the erection of new dwellings to the rear or side of existing dwellings comprising "backland" and "tandem" development.

POLICY
DCp

BACKLAND DEVELOPMENT OF PLOTS WITHOUT A ROAD FRONTAGE WILL BE OPPOSED. SIMILARLY THERE WILL BE A GENERAL PRESUMPTION AGAINST TANDEM DEVELOPMENT OF MORE THAN ONE DWELLING WHERE THE AMENITY OF ONE IS PREJUDICED BY ACCESS TO THE OTHER(S).

Development of this nature is generally unsatisfactory because it results in access difficulties and can cause disturbance or lack of privacy to the existing dwelling.

OTHER DEVELOPMENT CONTROL CONSIDERATIONS

S.D.D. in conjunction with the Health and Safety Executive have issued advice on planning control over hazardous industrial development and over development in the vicinity of hazardous installations. There is a notification procedure whereby installations handling hazardous substances are made known to local planning authorities which take these into account when considering planning applications close to these installations. Furthermore the local planning authority would be responsible for determining any planning application for development involving hazardous substances in terms of land use considerations.

POLICY
DCq

SPECIAL CONSIDERATION WILL BE GIVEN TO THE USE OF LAND NEAR TO HAZARDOUS INDUSTRIAL INSTALLATIONS AND THE SITING OF FUTURE HAZARDOUS INDUSTRIAL DEVELOPMENTS. THE DISTRICT COUNCIL WILL CONSULT WITH THE HEALTH AND SAFETY EXECUTIVE ON SUCH MATTERS AND BE GUIDED BY THEIR ADVICE. HAZARDOUS INSTALLATIONS IN INVERCLYDE ARE IDENTIFIED ON SCHEDULE DC1 WITH THE RELEVANT INFORMATION.

The use and storage of hazardous substances is stringently controlled by the Health and Safety Executive to reduce risk and the general public are not in danger.

If not properly controlled advertisement signs can detract from an area's amenity. Signs that are too prominent (either individually or in groups), inappropriately sited or poorly designed can have a harmful effect on the environment and may also be contrary to public safety.

POLICY
DCr

ADVERTISEMENT SIGNS WILL BE SUBJECT TO THE FOLLOWING REQUIREMENTS:

- i) In general not more than one projecting illuminated sign will be allowed per single shop unit.*
- ii) Illuminated signs, other than those on business premises or for the purpose of direction or warning, will not be permitted in rural areas.*
- iii) No advance direction signs will be permitted unless the location of the premises concerned cannot be otherwise indicated with safety or reasonable clarity to passing traffic.*

- iv) No hoarding should be permitted in rural or predominantly residential areas or Conservation Areas and advertisements on the gables of roadside buildings will, in general, be resisted.*
- v) Within Conservation Areas the positioning and design of advertisements will be carefully controlled to ensure that they are in keeping with the scale and character of the area within which they will be situated. In particular, consideration will be given to the siting of signs, their colour and means of illumination.*

The above criteria are intended to influence the location and appearance of signs thereby minimising their impact. This is not intended to discourage the use of signs but to control them.

SCHEDULE DC1 - NOTIFIED HAZARDOUS INDUSTRIAL INSTALLATIONS

<u>Name and Address</u>	<u>Notified Substance</u>	<u>Consultation Zone Distance</u>
British Gas Inchgreen Holder Station, Greenock.	Gas Holder	60 metres
Scott Lithgow Ltd., Kingston Yard, Port Glasgow.	25 tonne LPG	300 metres
S.S.E.B. Inverkip Power Station.	100 tonne Chlorine	1000 metres
British Gas Pipeline from District boundary near Bridge of Weir to Port Glasgow Governor Station.	High Pressure Methane Gas	100 metres

SPECIAL AREAS

SPECIAL AREAS

There exists within the built-up areas of Greenock, Port Glasgow and Gourock sizeable areas offering significant development opportunities. The importance of these "key" sites in land use planning terms is considerable. However, they do not fit conveniently into any of the topic chapters and as such they are accommodated in this separate chapter.

Five sites have been identified, all of which have arisen out of the activities of the Inverclyde Initiative and are located on or close to the waterfront. Development briefs have been produced for these five sites. These briefs indicate the land uses, specific facilities and treatment considered appropriate for each site. This does not necessarily constrain development opportunities as in each case a relatively wide choice of prospective uses is offered, providing ample flexibility.

Policies SAa to SAe present a summary of those briefs. In some cases the prospective uses will be governed by their overall, District capacity where over-provision is to be avoided. Capacity considerations will require to be monitored as development schemes progress and this could necessitate the imposition of future constraints.

A development scheme for any of the five "key" sites should to a degree reflect the terms of the following policies. A further requirement is that development proposals for any of these sites should be presented as a comprehensive scheme indicating uses for the entire site and should where possible be fully integrated with its surroundings. It is hoped that the development of these sites will benefit the local community in economic, social and amenity terms.

POLICY SAa

THE FOLLOWING USES WOULD BE APPROPRIATE FOR THE PRESTIGE AND COMPREHENSIVE DEVELOPMENT OF THE CUSTOM HOUSE QUAY SITE, GREENOCK AS SHOWN ON THE PROPOSALS MAP.

OPEN SPACE/LANDSCAPING - This is to be an important element in the development of the site. Open space should be an integral part of the comprehensive development. Adequate landscape treatment is necessary to embellish the site and in particular is required to enhance the built environment and soften the provision of roads, paths and parking areas. The creation of a landscaped riverside walkway will be a prerequisite of any comprehensive development scheme.

HOUSING - The site is suitable for high amenity sheltered or general needs housing provided it is not suburban or low density development and does not exceed one third of the site area.

INDUSTRY - In general, only 'light' industrial use will be acceptable provided a high amenity design and layout are used.

RETAIL - Major retail development will be acceptable provided it complements and is integrated with the existing town centre. Gross floorspace must not exceed 9757 sq. metres (105,000 sq.feet) of which a maximum 2790 sq. metres (30,000 sq.feet) can be for the retailing of convenience goods. Planning consent has been granted for a superstore of 6040 sq.metres (65,000 sq.feet) and 3717 sq.metres (40,000 sq.feet) of retail warehousing. A high quality of design will be required and strong pedestrian links with the existing town centre provided. Retail development will not be allowed to open to trade until there is an agreed commitment to the development of the other elements in the comprehensive proposals for the site.

LEISURE, TOURISM, CULTURAL, CIVIL FACILITIES - The development of a tourist or visitor attraction on the site would be welcomed, especially a museum of emigration. A multi-purpose leisure complex and hotel would also be strongly supported. The integration of these facilities would be encouraged and a high quality of development required. Other smaller facilities that would be appropriate are public house, restaurant and tourist information office. The development of any or all of these facilities will not be allowed to exceed one half of site area.

OFFICE DEVELOPMENT - The development of office accommodation up to 93 sq.metres (1,000 sq.feet) would be suitable. The refurbishment of existing buildings on the Custom House Quay for this purpose would be supported. Alternatively, this use could be created as part of a new building comprising integrated uses.

CAR PARKING - Adequate car parking to cater for all the proposed uses on the site must be provided in line with the roads authority's guidelines. Parking to replace existing spaces lost through the development of the site and to accommodate the demand from the IBM factory on Dalrymple Street will be required. Furthermore, additional parking facilities, to make good the existing short fall in the town centre, will be encouraged. Parking facilities should be commensurate with the need to integrate and link the site with the existing town centre. During construction work there will be a need for parking on the site to meeting existing demands.

PEDESTRIAN ACCESS - Adequate internal pedestrian routes must be provided and in particular satisfactory access to and along the waterfront and with the existing town centre must be considered a priority. Pedestrians should be adequately segregated from vehicular traffic.

VEHICULAR TRAFFIC - The internal road system will need to adequately serve the various elements in the development of the site and must be to the specification and satisfaction of the Roads Authority and the District Council. The internal road layout must have two separate access points from the existing road network and the recommended connection points are Container Way and Brymner Street.

PUBLIC TRANSPORT - The proposed layout should take cognisance of the need for access by public transport. In particular an adequate provision of convenient bus laybys/layover points and taxi ranks should be incorporated into the proposed development and should be closely associated with the main pedestrian accesses.

EXISTING FEATURES - The 'listed' Custom House building is to be retained and its setting enhanced. Furthermore, the design of buildings on the site should be sympathetic to and to complement the proximity of the Custom House and the Municipal Buildings.

This site is considered to be the most important, having the greatest potential for development. It is large, extending to approximately 10 ha (25 acres), and is favourably located adjacent to Greenock town centre, the waterfront and A8. A mixed land use development is preferred and it is hoped that this will include elements from which the community will benefit.

POLICY
SAb

THE FOLLOWING USES WOULD BE APPROPRIATE FOR THE REDEVELOPMENT OF THE JAMES WATT DOCK AREA IN GREENOCK, AS SHOWN ON THE PROPOSALS MAP.

INDUSTRY/BUSINESS - These are the principal activities envisaged for this site. A maximum of two thirds of the site could be used. A high amenity design, consistent with other proposed uses, will be required. The full extent of any industrial development on this site will depend on the overall District demand and need.

HOUSING - The site is suitable for limited high amenity or general needs housing. Suburban or low density development will not be encouraged and the design should be consistent with other proposed uses.

LEISURE, TOURISM, CULTURAL OR RELATED FACILITIES - A variety of facilities for these uses would be acceptable. In particular, the development of water related facilities would be suitable. The location of a museum on the site would be supported, especially through the conversion of the existing 'listed' warehouse.

EXISTING FEATURES - Existing dock facilities, including dock gates, and the two 'listed' buildings (i.e. warehouse and Garvel House), should be improved and retained.

CAR PARKING - Adequate on-site parking required.

ACCESS - Good pedestrian links to the foreshore are required, preferably with a walkway along the waterfront. Improved vehicular access to the site is necessary. The construction of a grade-separated junction using part of the adjacent Sinclair Street industrial site would be a possible solution.

OPEN SPACE/LANDSCAPING - Required to improve the site's appearance. The treatment of the waterfront strip would be particularly beneficial.

This large 17.8 ha (44.0 acres) site comprises quayside areas and the Garvel island. It is adjacent to the A8 and on the waterfront. It contains some existing uses but is mainly underutilised or disused. The island part of the site is largely vacant and is suitable for development.

It is hoped that water related activities could be attracted thus taking advantage of the existing working dock and the industrial archaeology of the site.

POLICY
SAc

THE FOLLOWING USES WOULD BE APPROPRIATE FOR THE REDEVELOPMENT OF THE FORMER GOUROCK ROPEWORKS (NEWARK) SITE AT BAY STREET/NEWARK STREET, PORT GLASGOW, AS SHOWN ON THE PROPOSALS MAP.

HOUSING - Maximum of half of the site for housing. In view of the favourable potential for sheltered housing preference will be given to this use, especially on the Bay Street part of the site (as referred to in Policy Hh). The nature of the surrounding development means that a higher density will be acceptable.

INDUSTRY - Not to exceed two thirds of the site. The full extent of industrial development on this site depends on overall District demand and need.

RETAIL DISCOUNT WAREHOUSING - Limited development of this nature would be suitable and could complement Port Glasgow town centre. Special 'Section 50' agreement will be required to restrict trade to durable goods. The conversion of the six storey warehouse for this purpose would be acceptable.

LEISURE/RECREATION AND OFFICE DEVELOPMENT - Limited development of these facilities would offset local deficiencies.

OPEN SPACE/LANDSCAPING - Required to make the area attractive.

CAR PARKING - Adequate on-site parking required.

ACCESS - Adequate vehicular access exists. Investigations of possibility of utilising existing underpass to form access between both parts of the site necessary. Creation of a footpath link with the town centre, utilising the narrow strip running westwards, will be encouraged.

This in effect constitutes two sites divided by the Glasgow railway line. The area amounts to 3.7 ha (9.1 acres) and is well located in relation to Port Glasgow town centre and A8. The larger southern area is vacant. The other area contains some existing uses along with disused buildings and is largely in a poor environmental condition.

*POLICY
SAd*

THE FOLLOWING USES WOULD BE APPROPRIATE FOR THE DEVELOPMENT OF THE REMAINING EXTENT OF THE FORT MATILDA INDUSTRIAL ESTATE, GREENOCK AS SHOWN ON THE PROPOSALS MAP.

RECREATION, LEISURE AND TOURIST FACILITIES - Development to augment and complement the existing recreation facilities at the Battery Park. Only high quality development sympathetic with the surrounding uses and amenity will be supported.

HOUSING - High amenity housing consistent with the surrounding established area and the adjacent modern development on the redeveloped half of the industrial estate.

HIGH TECHNOLOGY INDUSTRY - Industrial development will not in general be acceptable but high amenity development to accommodate high technology industry may be acceptable. Such a development would have to reflect the general character of the area and neighbouring land uses.

PEDESTRIAN ACCESS - Pedestrian access along the riverside will be required to facilitate the continuous waterfront walkway.

This riverside site comprises the remaining area of what was a larger industrial estate. This site extends to some 2.5 ha (6.25 acres) and is located beside the sewage treatment plant, Battery Park housing development and the Battery Park itself. The general environs are residential in character.

*POLICY
SAe*

THE FOLLOWING USES ARE APPROPRIATE FOR THE COMPREHENSIVE DEVELOPMENT/REDEVELOPMENT OF THE GOUROCK PIERHEAD AREA, AS SHOWN ON THE PROPOSALS MAP.

OPEN SPACE/LANDSCAPING - Required to create a more attractive riverside frontage which would be accessible to the public and contribute to the potential of the site.

HOUSING - Limited housing development would be acceptable although not compulsory. Units for the elderly would be appropriate. Design and layout should reflect the site's location and setting and, in particular, suburban or low density development will be discouraged.

RETAIL - Retail development will be acceptable provided it is satisfactorily integrated with, and is of a nature and scale to support the existing shopping centre. The provision of a supermarket up to 1395 sq.metres (15,000 sq.feet) gross retail floorspace would be supported. In addition a limited

number of smaller units may also be acceptable. A high quality of design will be required.

LEISURE AND TOURISM - A variety of uses/facilities such as restaurant, licensed premises, hotel, tourist information and indoor recreational complex, would be acceptable. The provision of a jetty for small craft and a marina will be encouraged. Development will be required to be to a high standard of design.

CAR PARKING - Adequate car parking appropriate for proposed and existing uses will be required. Public parking for not less than 100 cars in proximity to the station must be made available for rail interlink passengers.

VEHICULAR AND PEDESTRIAN TRAFFIC - Adequate linkages to the existing road network will be required. Good pedestrian access to and through the area, including the waterfront, should be a prerequisite of any development scheme. The important public transport interlink facility, which serves local, commuter, tourist and day tripper needs, adjacent to the station must be either retained and enhanced or relocated within the site.

This area is in the centre of Gourock around the dilapidated pier and station. It varies from the previous policies in this chapter as it contains much of the existing town centre with a view of effecting enhancement. It also includes opportunities for development.

RESOURCES, IMPLEMENTATION, and MONITORING

RESOURCES, IMPLEMENTATION AND MONITORING

RESOURCES

The term resources covers items such as money, land and buildings, which will be required to implement the policies and proposals contained within the Local Plan.

In financial terms the Local Plan is a guide for public and private investment as it provides a prospectus for development. The Local Plan has financial implications for public bodies other than the District Council and where possible an indication of expenditure by Strathclyde Regional Council, the Argyll and Clyde Health Board, the Scottish Development Department, etc., has been included. At this time of financial restraint in public expenditure the private sector has an important role to play and the Local Plan incorporates opportunities for private investment.

The Local Plan reflects the District Council's Financial Plan and Housing Plan. The Financial Plan, however, for Capital Expenditure is prepared for a 5 year period, whereas the Local Plan deals with the next 5 years in detail and a further 5-10 year period in general.

The Local Plan provides an opportunity to review land use within the District and highlights derelict and underutilised land which could be more fully used. In view of the financial restrictions which militate against financial planning in general, the Local Plan, in many cases, merely reserves land for future use when finance is available.

IMPLEMENTATION

In preparing the Local Plan consideration has been given to available resources and to a certain extent this has dictated the content and format of the document.

Proposals contained within the Local Plan are committed in terms of both expenditure and site identification. Responsibility for the implementation of proposals is provided and the accompanying table summarises this information. Private sector developments have only been identified as proposals where work is under way, because the District Council have no firm control over the development of private sites after planning permission has been granted. Whilst many policies imply development and therefore investment in general no responsibility for implementation is indicated, because of the difficulties in financial planning.

MONITORING AND REVIEW

To be effective the Local Plan must be sensitive to change and be able to facilitate modification. Through time the information contained within the Local Plan will become out of date, obsolete or no longer applicable. Proposals within the Plan will be completed on site in the short term and some policies will become proposals. New items or issues will appear either as a result of being added to the Capital Programmes of the District Council or through the activities of other bodies. Furthermore, circumstances may change that will require new priorities or different action. This process of monitoring and review will be constant and will require a regular updating of the information in the Local Plan if this document is to be of practical value.

There are overall land use and development control policies which will remain valid over a long period of time and should not require any alteration. The Structure Plan is monitored on an annual basis and then reviewed every 4 or 5 years. It is intended to carry out a regular monitoring and review of the Local Plan on an annual basis. The various chapters will be monitored through the following processes:

Housing: At present housing figures are monitored on an annual basis for the Scottish Development Department and also for Strathclyde Regional Council. All planning applications for new housing are recorded from the applications being granted to completion on site. A record is also kept of sub-division of houses and demolitions. The Housing Plan is also produced on an annual basis updating figures for public sector house building and Housing Action Areas.

It is intended to utilise the various information and figures that are available to update the Housing Chapter of the Local Plan. This will provide a check on overall rates of building and on uptake of land for housing. Through time more sites may require to be zoned but the Structure Plan policies will be adhered to regarding infill and brownfield development in the immediate future.

Industry and Employment: The Structure Plan allocates specific totals for areas for development which can be used for new industrial development within each District. The Regional Council collate annual figures on industrial land availability, any changes in industrial and office floor-space and high amenity industrial sites. The District Council have a register of vacant sites and premises for industrial use and there are also regular figures produced on employment and unemployment in the District. Planning applications are also monitored to keep a record of new development and changes of use which create a loss or gain in floorspace.

These various sets of figures will form the basis of monitoring industrial development and on an annual basis the policies and proposals will be checked.

Transportation: The T.P.P. document gives details of any major road proposals. It is produced each year and gives a 5 year rolling programme. The items in the T.P.P. will be the main part of this chapter which will require updating.

Environment: Within this chapter the only items which will require regular updating will be the lists of environmental improvement sites.

Shopping and Offices: The quantity and quality of the retail provision will be periodically reappraised with a view to ensuring its adequacy. The Regional Council's data on retail floorspace will be valuable and along with the survey of shop types in the District conducted in 1981 and referred to in the Report of Survey will provide a basis for monitoring and review. Furthermore, planning applications will be monitored to check on relevant new developments and changes of use. The policies and any proposals will be updated as appropriate.

Leisure, Recreation and Tourism: The basic policies within this chapter should remain unchanged with only periodical updating being required.

Health and Community Services: The Social Work Department and the Argyll and Clyde Health Board will be consulted annually to provide updated proposals for this chapter.

Education: The Regional Council will be consulted to update this chapter.

Public Utilities: The various utility service agencies will be consulted to update their proposals which are relevant to the Local Plan.

Development Control: This is the one chapter of the Local Plan which does not contain any proposals. However, it is the major chapter which will require monitoring to check if its policies are working in practice and if any other policies are required. This monitoring is confined to the Planning Department and will reflect trends, including using the records of planning applications, consents and refusals to check if changes are needed.

MODIFICATION AND ALTERATION

An important aspect of the new system of Structure and Local Plans is that they must be flexible to reflect changes. This way they will not become obsolete or outdated. The monitoring process, particularly the annual review, will draw attention to matters requiring alteration of the Plan.

Where material change to the Plan is necessary, this will normally be invoked after the annual review. This may necessitate a period of publicity and consultation advertising the change(s) and inviting comments. Where strong objection to an alteration the District Council may have to reconsider the proposed change. There is a formal procedure governing modification and alteration of a Local Plan and this procedure will be followed.

In exceptional circumstances alteration of the Plan may be required between annual reviews, where a new issue merits action.