

The logo features a large circle divided vertically into two halves. The left half is a medium teal color and contains the text 'Inverclyde' in a white serif font, with 'council' in a smaller white sans-serif font below it. The right half is a darker teal color and contains the text 'LOCAL DEVELOPMENT PLAN' in a white sans-serif font.

Inverclyde
council

**LOCAL
DEVELOPMENT
PLAN**

**PROPOSED DEVELOPMENT SITES
- INITIAL ASSESSMENT
DECEMBER 2020**

Introduction

This document sets out an initial assessment of sites that have been suggested to the Council as suitable for development through the 2020 call for sites process, and through internal identification. It sets out the factors the Council has taken into account in reaching its preferred position on the suggested sites as set out in the Main Issues Report. It will be updated to reflect comments and further submissions received during the Main Issues Report consultation.

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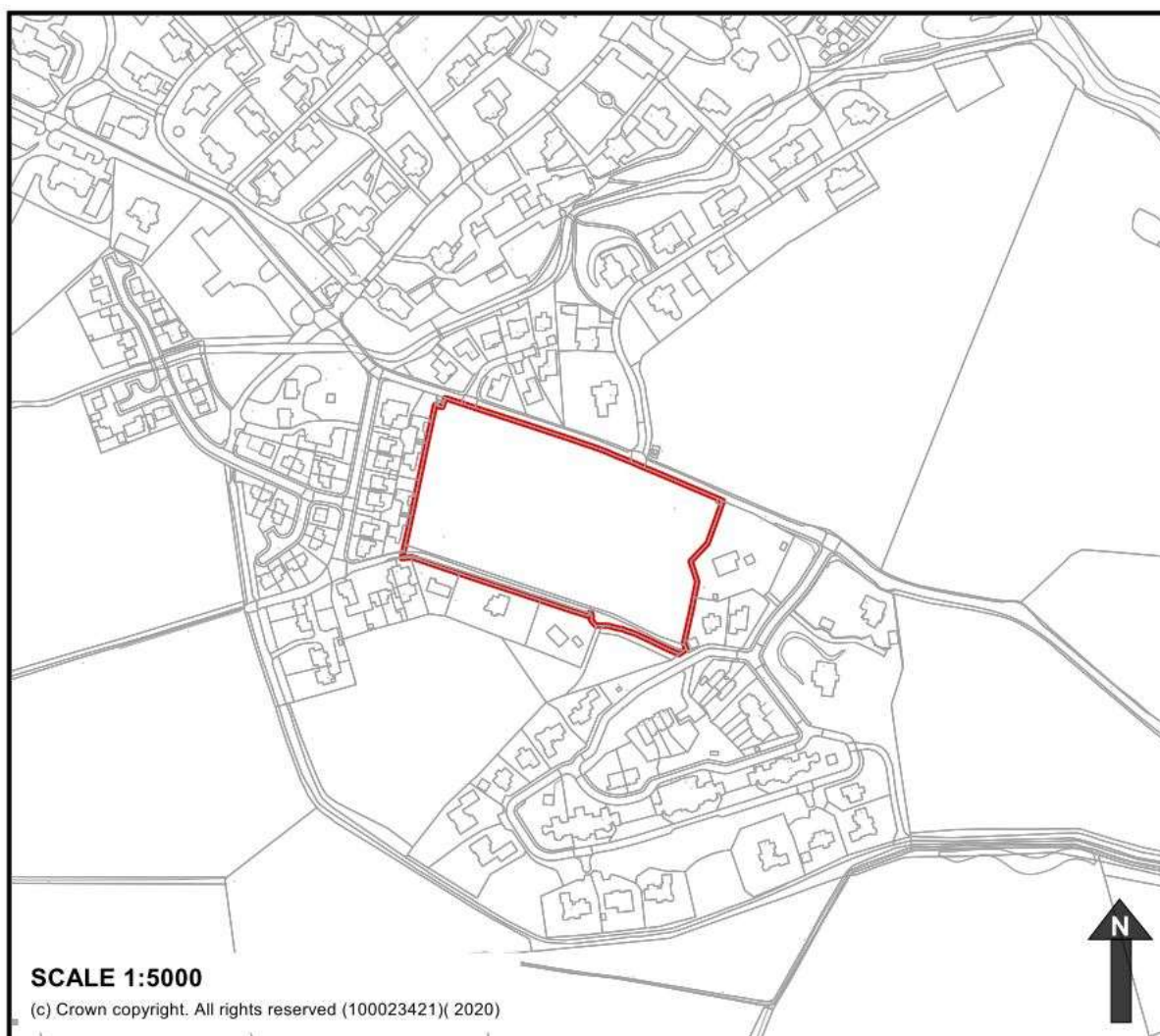
* Some sites submitted through the Call for Sites process were already included in previous Local Development Plans. Where the same site has been submitted for the same use/scale of development, it has been considered in the Development Opportunity Review instead of in this document.

** The promoted use is already established within the existing Local Development Plan.

*** These sites have not been assessed as they have an extant planning permissions.

Site Details

Site name	Carsemeadow
Settlement	Quarrier's Village
Call for Sites reference	CFS01
Site size (ha)	2.3
Current use	Agriculture
Existing LDP allocation	Green Belt



Proposal

Submitted by	Gladman Developments Ltd. and Quarriers
Proposed Use	Residential
Number of houses/floorspace	50 (Call for Sites submission)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Adjacent to medium/high fluvial flood risk area. Surface water flood hazard identified.

	Possible public foul sewer capacity issues.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site. Impact on protected species not known.
Climatic Factors	Likely to increase car travel and associated emissions as site within 400m of a bus stop, but very limited service provision.
Air	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soil	No carbon rich soils or priority peatland within site. Development of greenfield land.
Landscape	Site is elevated and prominent when entering the village from the Bridge of Weir. It also contributes to the historic and rural character of the village. Development would have adverse effects on landscape setting and character.
Material Assets	Development of greenfield site
Cultural Heritage	Potential for adverse effects on a number cultural heritage assets which are in relatively close proximity, including listed buildings and the Quarrier's Homes Conservation Area.
Population & Health	Development would be required to contribute to green infrastructure provision, including open space. Site within 183m of active travel network, but not accessible to local services – 3.9km.

Kilmacolm/Quarrier's Village LNCS Assessment Summary (2017)

Carsemeadow has very little habitat or floristic interest but the site is of value as foraging for bats, related to boundary trees, some of which have roost potential. This site struggles to meet the criteria for LNCS designation.

Planning History

Planning Application History	18/0190/IC – Planning permission in principle for residential development etc. Refused 4/3/2019. Initial appeal dismissal (PPA-280-2027) quashed at Court of Session. Appeal being re-determined (PPA-280-2027-1).
Previous Plan - Reporters Comments	<u>2019</u> The site now being proposed for inclusion in the plan is the northern part of the larger site which was originally suggested to the council and assessed by it. I consider that the site has certain characteristics which would make it suitable for development. Although currently in agricultural use, it makes a limited contribution to the key objectives of the green belt. Development here would consolidate the main part of the village with the adjacent residential area around Laurel Way, which is surprisingly not shown as a residential area on the proposals map. 7. In these circumstances, I do not consider that it would represent a significant intrusion into the open countryside. The council's assessment of the site's natural heritage value indicates that this principally relates to its boundary trees and vegetation, which could be taken into account in the detailed design in order to avoid development having a substantially negative impact. However, the site also occupies an elevated position which makes it prominent, and successful integration with the existing village would depend

	<p>heavily on the development's layout, landscaping and quality of design. 8.</p> <p>Detailed technical and environmental investigations have also been undertaken by those proposing the site's allocation. There appear to be no significant constraints which would prevent its development, although additional pressure would be placed on the village's sub-standard road network, and the findings of a flood risk assessment would need to inform the development. Although it is not at present under the control of a house-builder, I am satisfied that this is a site which would be capable of becoming effective and delivering house completions during the plan period. 9.</p> <p>However the village offers minimal facilities (a café, a florist and a playing field) and is relatively isolated, particularly for those dependent on public transport due to its limited bus services. While its development could secure a proportion of affordable or social needs houses, I consider that its relative isolation makes this a generally inappropriate location for them. I find that Quarrier's Village is a less sustainable location compared to Kilmacolm, or to the main settlements either of Inverclyde or of the Renfrewshire housing sub-market area. These are key considerations which are also reflected in the many representations made by local people. I have also found that this site's development for housing would not afford other significant benefits which might justify allocating it in the absence of a confirmed requirement for additional housing land.</p>
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Green Belt boundary issues

Robustness of existing boundary	Consists of roads and garden boundary fences.
Robustness of proposed boundary	Development would be bound by Quarrier's and former Bridge of Weir hospital development to east and west respectively and by an existing road and track to north and south respectively.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Main access from Craigbet Road to be widened over the length of the development and potential new section of road linking Torr Avenue and Laurel Way.</p> <p>To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Provide pedestrian links to neighbouring residential estates.</p> <p>Provide pedestrian/ cycle links towards Core Path Network.</p> <p>Suitable visibility should be provided at all accesses.</p> <p>Widen Craigbet Road over length of the development to a minimum width of 5.5m.</p> <p>Footway to be provided along frontage of development site on Craigbet Road.</p> <p>Consider introduction of bus stops on Craigbet Road on development frontage.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p>
Active travel options	Approx. 180 metres to Core Path Network.
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	No
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 4km to Kilmacolm local centre.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow.
Local services (education and health)	Main local facilities are within Kilmacolm, approx. 4km away.
Does a proven housebuilder have an interest in the site?	The Call for Sites submission included evidence of house builder interest in the site.
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	It is expected that the site could deliver some housing by 2024 and remainder by 2032.

Key Agency Comments

Historic Environment Scotland	No comment.
Nature.Scot	This site is elevated and prominent. Agree with the assessment in the (previous) Call for Sites assessment and a carefully considered approach to siting, design and layout would be necessary if adverse landscape impacts are to be avoided. Any development proposals should retain and enhance the existing landscape framework of woodland and walls, incorporating it into the design of the development, to ensure cohesion with the settlement and surrounding landscape character. Opportunities should be taken to improve and expand the existing active travel provision, linking into the wider network. We welcome the ambition to provide habitat enhancement through open spaces and consider that this should be incorporated into the development brief.
Scottish Environment Protection Agency	<p>Flood risk: Fluvial - adjacent to 1 in 200 flood outline. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted.</p> <p>Water Environment: 1 - Deterioration in status not expected 2- The possible sewer capacity issue raised affects localised water quality, not baseline or RBMP 3- Sewer Capacity investigation and upgrade if deemed appropriate 4- SEPA should not object but make recommendation that a sewer capacity study should be required, and actions taken to bring the sewer up to standard if required</p>
Scottish Water	Comments to follow.
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are not known to be any significant technical constraints to the development of the Carsemeadow site, although sewer capacity issues will need to be investigated further.

The site is not covered by any environmental designations.

Although close to the Core Path Network, the site does not have proximity to a frequent public transport service, and is some distance from everyday services available in Kilmacolm.

It is in a marketable area and could deliver some housing in the period to 2024, with the remainder in the period to 2032.

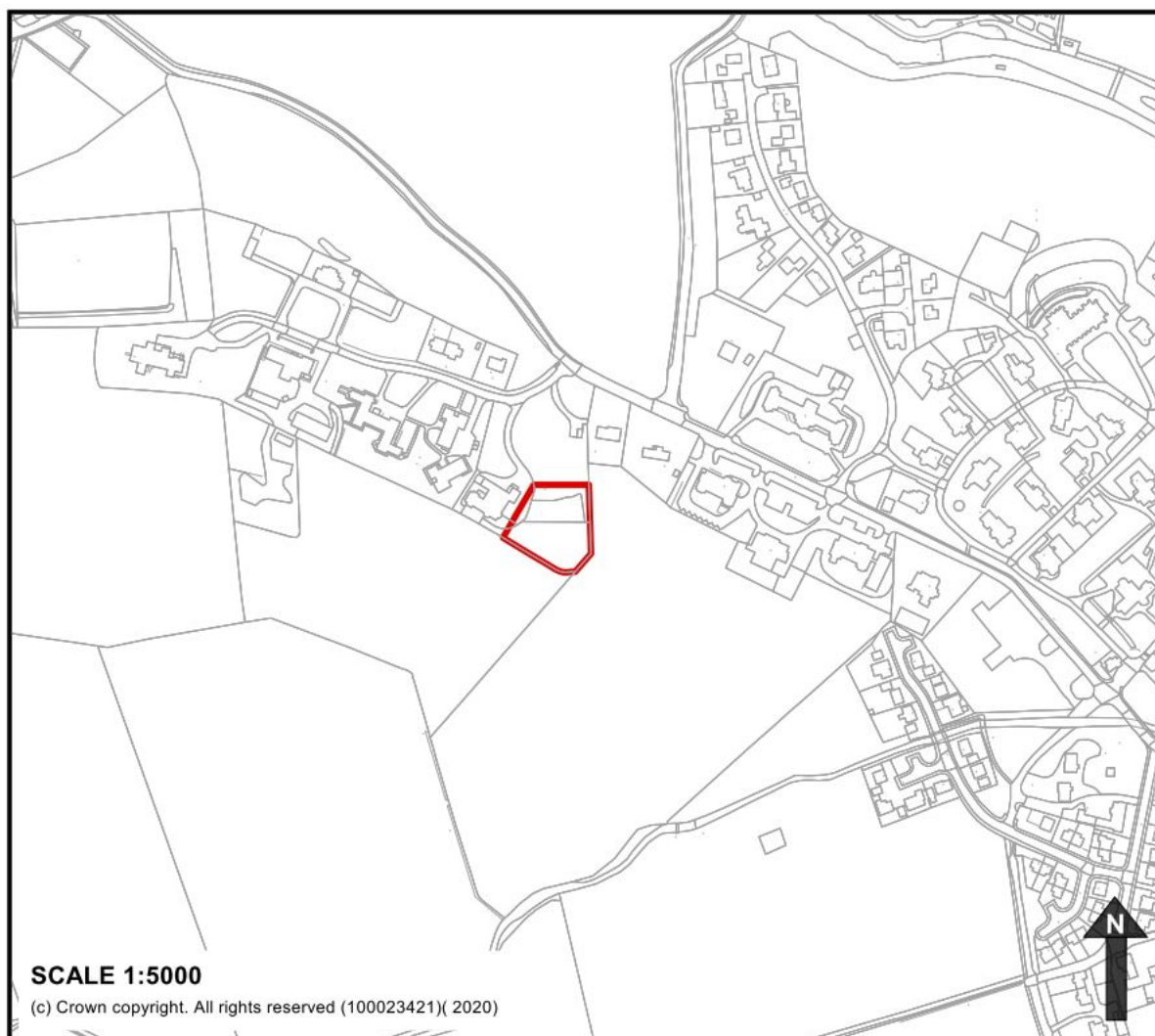
Development would be contained by existing development and robust green belt boundaries (roads) so would not lead to pressure for further release. Development would

be prominent within the local landscape and careful siting and design would be necessary to mitigate the impact of any new development.

The site is not included as a preferred option for housing development opportunity in the Main Issues Report.

Site Details

Site name	Kaimes Grove
Settlement	Quarrier's Village
Call for Sites reference	CFS02
Site size (ha)	0.28
Current use	Garden/shrub
Existing LDP allocation	N/a



Proposal

Submitted by	Grosvenor Investments Ltd
Proposed Use	Residential
Number of houses/floorspace	12 semi-detached units for close care use (over 55) (Call for Sites submission)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Surface water flood hazard identified. Site In close proximity to the Gotter water. Potential foul sewage capacity issue.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to site.

	Potential adverse effect on trees along eastern and southern boundaries. Impact on protected species not known.
Climatic Factors	Within 400m of a bus stop, but very limited service provision.
Air	Short term impact during construction phase, but unlikely to lead to designation of an AQMA
Soil	No carbon rich soils or priority peatland within site.
Landscape	Potential adverse impact on existing trees along eastern and southern boundaries, which provide landscape framework.
Material Assets	Greenfield development
Cultural Heritage	In close proximity to the Quarrier's Homes Conservation Area and a number of listed buildings. Careful consideration of siting and design required.
Population & Health	Development would be required to contribute to green infrastructure provision, including open space. Site 491m from core path network. Not within an accessible distance to local services – 3.47km.

Planning History

Planning Application History	09/2002/IC, 13/0004/IC, 16/0034/IC – conversion of adjacent Woodside Care Home to 7 apartments. Approved. 19/0016/CPL – proposed use as residential school. Approved.
Previous Plan - Reporters Comments	N/a

Green Belt boundary issues

Robustness of existing boundary	Within village boundary.
Robustness of proposed boundary	Within village boundary. Southern and western edge planting should be retained or replaced to maintain/create robust boundary.

Transportation and Accessibility Assessment

Comment from Council's Roads Service)	The access road will not be adopted unless it and Law View Road is brought up to an adoptable standard up to the proposed site access. Access should be widened to 5.5m. Requires a footway or traffic calming on the access road. To be designed in accordance with DMRB and National Roads Development Guide. Provide pedestrian links to neighbouring residential estates. Provide pedestrian/ cycle links towards Core Path Network. Suitable visibility should be provided at all accesses. Development should include measures to reduce vehicle speeds within the site.
Active travel options	Approx.490m to Core Path Network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour	No

between 7am and 7pm on weekdays	
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 3.5km to Kilmacolm local centre.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow.
Local services (education and health)	Main local facilities are within Kilmacolm, approx. 3.5km away.
Does a proven housebuilder have an interest in the site?	No
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Quarrier's Village as within a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	It is expected that the site could be deliver some housing by 2024 and remainder by 2032.

Key Agency Comments

Historic Environment Scotland	No comment.
Nature.Scot	This is a relatively small, flat site in the south-west of Quarriers Village. It benefits from an existing landscape framework made up of woodland which should be retained and enhanced, incorporating it into the design of the development.
Scottish Environment Protection Agency	Flood risk: A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Water environment: 1 - Deterioration in status not expected 2- The possible sewer capacity issue raised affects localised water quality, not baseline or RBMP 3- Sewer Capacity investigation and upgrade if deemed appropriate 4- SEPA should not object but make recommendation that a sewer capacity study should be required, and actions taken to bring the sewer up to standard if required
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.

Transport Scotland	No comment
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Summary and conclusion

There are not known to be any significant technical constraints to the development of Kaimes Grove, although foul sewer may have to be investigated and issue with making up road to adoptable standard.

The Kaimes Grove site is not covered by any environmental designations. It sits close to Quarrier's Homes conservation area.

The site does not have proximity to a regular public transport service, and is some distance from everyday services available in Kilmacolm.

It is in a marketable area and could deliver some housing in the period to 2024.

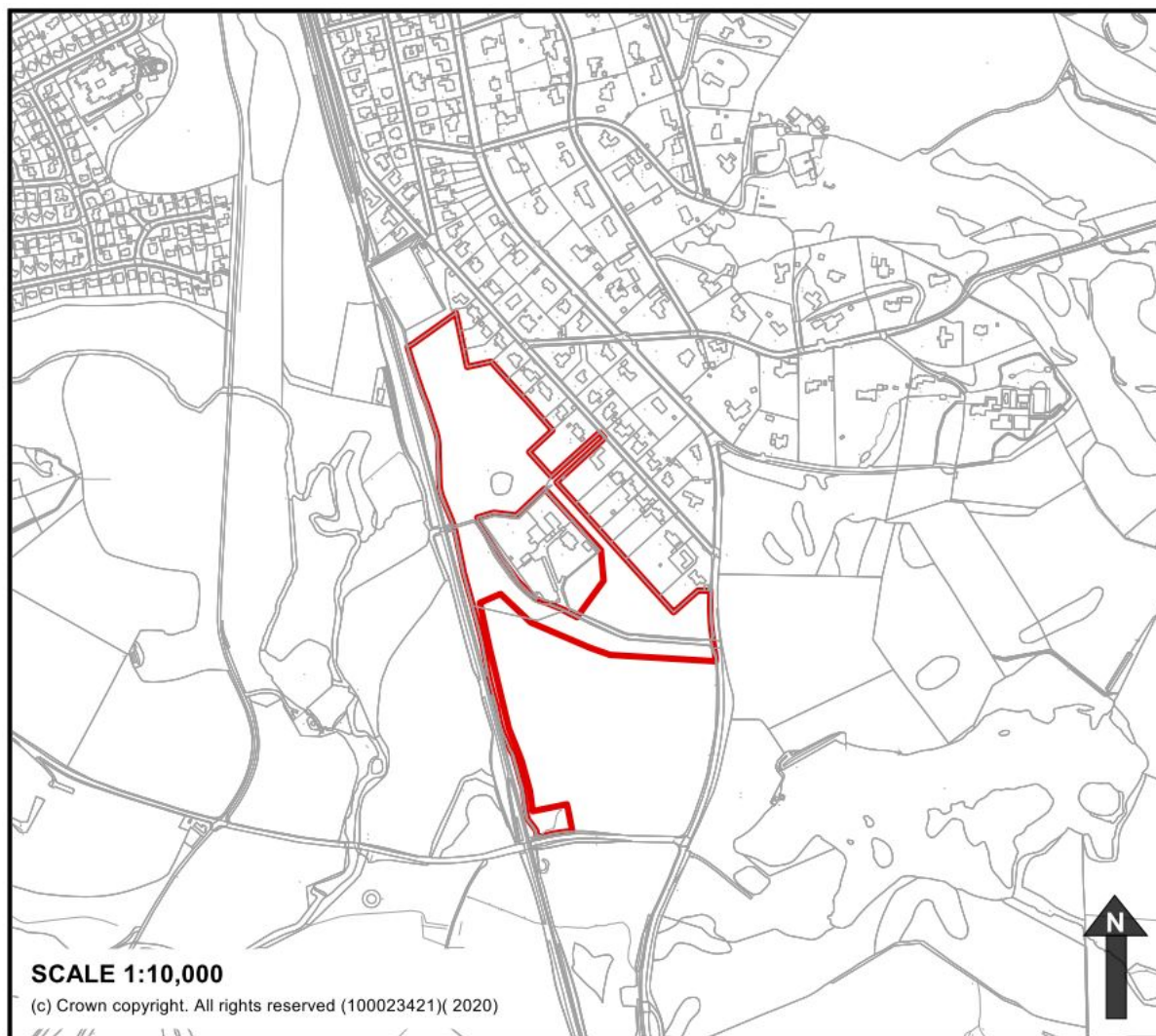
Development of the site would be contained within the existing village boundary and be associated with the conversion of the adjoining former care home to residential apartments. However, an initial assessment indicates that the suggested capacity of 12 units is excessive. Existing trees around the site should be retained.

The proposal is for a small number of units on an infill site. If it was not identified as an opportunity, it would be in the Residential Area, within which residential development would be acceptable in principle.

The site is included as a preferred option for housing development opportunity in the Main Issues Report, with a view to combining with the Woodside Care Home site in the Proposed Plan.

Site Details

Site name	North Denniston
Settlement	Kilmacolm
Call for Sites reference	CFS03
Site size (ha)	6.85
Current use	Agriculture
Existing LDP allocation	Green Belt



Proposal

Submitted by	Gladman Developments Ltd
Proposed Use	Residential
Number of houses/floorspace	75 (Call for Sites submission)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from minor watercourse along site boundary. Surface water flood hazard identified.

	Opportunity for water environment enhancements through minor deculverting and morphological improvements to watercourse along the site boundary.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site. Previous surveys found no evidence of protected species on the site, but this requires to be confirmed by an updated ecological appraisal.
Climatic Factors	Car travel and associated emissions will be minimized as site within 400m of a bus stop with regular service provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	<p>In line with the reporters comments at the LDP examination, the Council considers that the site forms one of the 'fingers' of the countryside that extends towards the centre of the village and is part of Kilmacolm's character. Development on this site would erode both the landscape character and the setting of the village. This view is reflected in NatureScot's comments on the site.</p> <p>It is noted that in the appeal decision for a combined North Denniston and Knapps Loch application (PPA-280-2026), the reporter took the view that development at North Denniston cold, landscape terms, be largely contained by existing built development, the cycle path embankment and natural features, concluding that "concluded that; <i>'I find that the proposed development on the North Denniston part of the appeal site could be designed in a manner compatible with the character and amenity of the area'</i>".</p>
Material Assets	Greenfield development
Cultural Heritage	Potential for adverse effects on the Duchal House Designed Landscape, which is in close proximity to the site. Design required to take account of potential impacts on the setting of this asset and avoid.
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Opportunities to link with adjacent active travel network. Site 285m from active travel network and within accessible distance of local services – 902m.

Kilmacolm/Quarriers Village LNCS Assessment Summary

(The following assessment applies to a larger site (extending to the B753) submitted in the 2016 Call for Sites process)

North Denniston is intensively managed and thus of low habitat or botanical interest, unless changes in management were to be introduced, that could encourage breeding birds (such as Skylark) or wintering geese flocks this site struggles to meet LNCS criteria. There are only a few small or marginal features noted, which provide some floristic interest and potential for fauna.

Planning History

Planning Application History	<p>17/0403/IC – Proposed residential development etc at Knapps and North Denniston. Refused, Appeal dismissed.</p> <p>19/0041/IC – Proposed residential development etc. Refused. Appeal dismissed.</p>
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Previous Plan - Reporters Comments	<p>This irregularly shaped site mainly comprises grazing fields and lies west of the A761 Bridge of Weir road. It also includes the area of the former farm buildings of North Denniston that is now occupied by three very large houses. It is bounded by the access road to them, to the south; by the A761, to the west; by the rear boundaries of the large houses on the south-west side of Gryffe Road, to the north-east; by the embankment of the former railway line to the west, which is now a footpath and cycleway; and by an artificial sports pitch to the north.</p> <p>The rolling topography and former railway embankment to the south would serve to limit the impact that development here would have on the setting of Kilmacolm when approaching on the A761, or when viewed from the B788 road to the south. There would be a substantial impact on users of the footpath and cycleway on the former railway line, due to the presence of houses on the adjoining lower land that at present affords a rural setting for, and open views to, the built-up edge of the village. While occupiers of houses on Gryffe Road would also experience a substantially changed outlook, their residential amenity should not otherwise be significantly affected.</p> <p>This site forms one of the 'fingers' of countryside that extend towards the centre of Kilmacolm and are considered to be part of Kilmacolm's character. Its development would erode that character and, to that extent, its setting. I do not consider that its development would result in a significantly stronger settlement boundary.</p> <p>Detailed assessments undertaken of the proposed development of this site have not identified any other significant environmental or ecological impacts that are likely to occur. No infrastructure or other practical constraints have been identified that would prevent its development. Although the site is not at present under the control of a house-builder, given the level of market interest in housing development within Kilmacolm, I have no reason to doubt that the site would be capable of delivering new house completions within the plan period. I am therefore satisfied that the site is capable of becoming effective.</p> <p>Its development would enable 25% of the houses to be used for affordable housing. The current access to the A761 is some 1.3 kilometres from the village centre, and there are bus stops close to this junction. There may also be the opportunity to provide additional pedestrian accesses to Gryffe Road and/or to the former railway footpath, which would significantly improve accessibility to most of Kilmacolm's facilities.</p> <p>However, in the current circumstances in which I have found that there is not a requirement to allocate additional housing land in the Kilmacolm and Quarriers Village area of Inverclyde, and in the absence of additional significant benefits being identified which would arise from this site's development, I conclude that its allocation for housing development in this plan would not be justified.</p>
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Green Belt boundary issues

Robustness of existing boundary	Formed by long established rear garden boundaries of Gryffe Road properties.
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Robustness of proposed boundary	Would be formed by A761 to east, and former railway line, now NCN75, to west. The southern boundary does not appear to relate to any significant physical features on the ground.
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Transportation and Accessibility Assessment

Comment from Council's Roads Service	Access to the site from Bridge of Weir Road. To be designed in accordance with DMRB and National Roads Development Guide. Provide pedestrian/ cycle links to Gryffe Road and N75. Suitable visibility should be provided at all accesses. Requires footway, street lighting and 30mph speed limit to be extended southward beyond the access point. Consider introduction of bus stops on Bridge of Weir Road on development frontage. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site.
Active travel options	Adjacent to NCN75
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx 900m to Kilmacolm local centre.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow.
Local services (education and health)	Main local facilities are within Kilmacolm local centre.
Does a proven housebuilder have an interest in the site?	The Call for Sites submission included evidence of house builder interest in the site.
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	It is expected that the site could deliver some housing by 2024 and remainder by 2032.

Key Agency Comments

Historic Environment Scotland	We note that this potential allocation proposes housing in the vicinity of the Duchal House Inventory Designed Landscape (GDL146). We would expect that any development in this location is carefully designed to take into account impacts on the setting of the Inventory Designed Landscape.
Nature.Scot	<p>Development on this site would be visible from the A761 Bridge of Weir Road at the entrance to the village. Adverse impact on settlement pattern by significantly extending the village into the Green Belt and creating a new entrance to the village.</p> <p>This is a large and prominent site, which defines the southern landscape setting and contributes to the characteristic gateway and approach to Kilmalcolm from the south. The site is visually open and would represent a substantial southward expansion of Kilmalcolm. Development would have significant and adverse impacts on local landscape character and on the landscape setting of the existing village.</p> <p>There may be some landscape capacity in the northern most part of the site – north of North Denniston Farm – where the site is lower lying and more contained in landscape terms. Landscape capacity would need more detailed consideration.</p> <p>Note that a masterplan has been developed for the site setting out where there is considered to be capacity (north and east of site).</p>
Scottish Environment Protection Agency	<p>Flood risk: A minor watercourse with potentially culverted sections flows along the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted.</p> <p>Water environment: N/a</p>
Scottish Water	Comments to follow
Sportscotland	We request that acknowledgement is made to the existence of playing fields adjacent to these sites, and that any design proposals should take this into account to ensure protected access and amenity for existing pitch users.
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

The North Denniston site is not known to have any technical constraints. Potential flooding issues should be investigated.

There are no environmental designations covering the site, although HES highlight its proximity to the Duchal House Garden and Designed Landscape.

The site is immediately adjacent to the Core Path Network. The site has proximity to a regular public transport service.

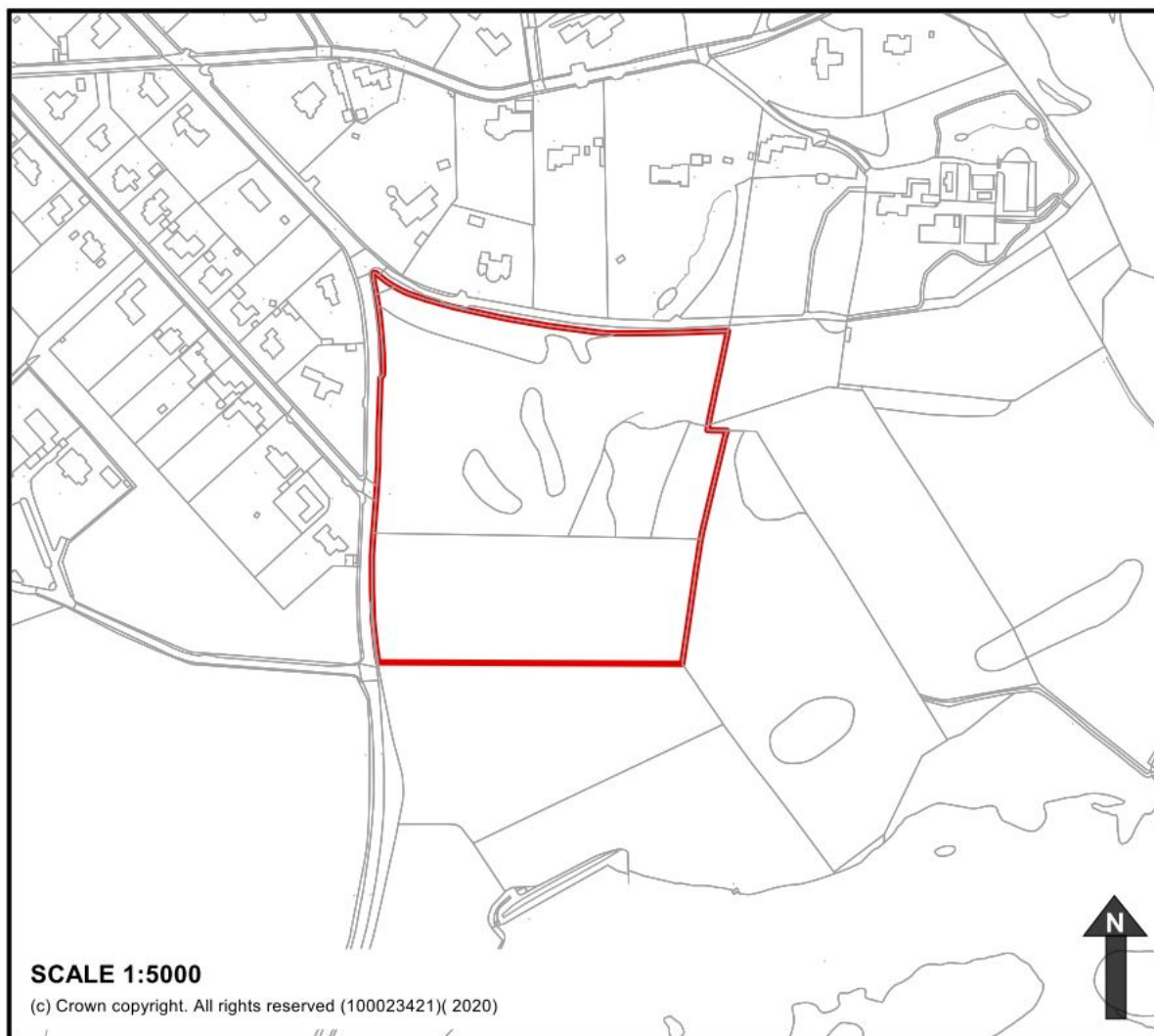
It is in a marketable area and could deliver some housing in the period to 2024, with the remainder in the period to 2032.

Development of the site would have an adverse impact on the character and setting of the village, extending the existing settlement in a southerly direction along Bridge of Weir Road, which is a prominent approach to the village, exacerbating the impact the existing North Denniston buildings have on this approach to the village. It would also fill one of the characteristic green wedges that run into Kilmacolm.

The site is therefore not included as a preferred housing development opportunity in the Main Issues Report.

Site Details

Site name	Knapps (1)
Settlement	Kilmacolm
Call for Sites reference	CFS04
Site size (ha)	5.51
Current use	Agriculture
Existing LDP allocation	Green Belt



Proposal

Submitted by	Iceni Projects Ltd
Proposed Use	Retirement living village
Number of houses/floorspace	30-bed care home, 50 apartments, 50 bungalows, amenity block

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from minor watercourse along site boundary. Surface water flood hazard identified.

	Opportunity for water environment enhancements through minor deculverting and morphological improvements to the watercourse along the site boundary.
Biodiversity, Flora and Fauna	No environmental designations within the site, but the Knapps Loch LNCS is in close proximity to the southern boundary. Evidence that protected species may be present on the site.
Climatic Factors	Car travel and associated emissions will be minimized as site within 400m of a bus stop with regular service provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield site.
Landscape	This is a large, open, elevated and prominent site which defines the southern landscape setting and approach to Kilmacolm. Development would have significant and adverse impacts on local landscape character and the landscape setting of the village.
Material Assets	Greenfield development
Cultural Heritage	The northern boundary of the site is adjacent to the Kilmacolm South Conservation area. Development would have significant adverse effects on the setting and appearance of the conservation area, particularly in relation to the southern approach to the village.
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site is 716m from the active travel network and within accessible distance of local services – 1068m.

Kilmacolm/Quarriers Village LNCS Assessment Summary (2017)

Knapps Loch is largely pasture but appears to have lost some of the interest previously noted, but some local ridges and wetter hollows retain some interest. The northern field, which supports a cluster of less intensely managed habitats, but of limited quality, could benefit from more sympathetic management, but it does not merit any designation in isolation and in its current condition as it is isolated. However it has value for foraging bats and Badgers. However, it is proposed that the southern wetland and adjacent scrubby ridges section is included and becomes part of the Knapps Loch LNCS.
(The above assessment related to a previously submitted larger site. The extended boundary of the LNCS covers only a small part of the submitted site in its south eastern corner).

Planning History

Planning Application History	17/0143/IC – Proposed residential development etc at Knapps and North Denniston. Refused, Appeal dismissed.
Previous Plan - Reporters Comments	This greenfield site lies at the south-eastern edge of Kilmacolm. It occupies a generally square shaped, largely open field, bounded by the A761 Bridge of Weir road, and by a vehicular lane which extends along the boundaries of some large detached houses that occupy very large plots. This lane also forms the boundary of the conservation area, of which these houses comprise part. There is a thick belt of pine trees on the site's eastern edge, but its southern boundary is open. The site rises to the north-east, from the A761. This makes it particularly prominent to those approaching

	<p>Kilmacolm along the main access road, despite the presence of the houses on Gryffe Road, which stand to the west, across the A761. The site is at present part of the green belt, which here makes a significant contribution to the setting of Kilmacolm. Knapps Loch lies to the south, and contributes to the amenity of the green belt in this area. Development here would also impact to some degree on the setting of the loch.</p> <p>The council's assessments of this site for this plan, and separately in relation to a recent planning application, confirm that, subject to detailed consideration, there are no infrastructure or other environmental constraints that would be likely to preclude a satisfactory development being undertaken here. While the site is not at present under the control of a house-builder, there is little doubt that there would be a market for new houses in this location. I am therefore satisfied that this is a site which would be capable of becoming effective, and could deliver house completions during the plan period.</p> <p>A small number of the suggested 12 houses could also be secured for affordable housing. It is on the main road to Bridge of Weir and the Glasgow conurbation, and is served by public transport. There are bus stops adjacent to the site on either side of the road. Being some 1.3 kilometres from the village centre, there is also good access to the facilities of Kilmacolm, via the existing roadside footway.</p> <p>Nonetheless, I have concluded both that there is not a requirement to allocate additional land for housing in Kilmacolm, and that its development would have an adverse impact on the setting of Kilmacolm. I have not identified any further benefits that would be generated by the development of housing on this site which would justify allocating it for that purpose.</p>
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Green Belt boundary issues

Robustness of existing boundary	Formed by access road to villas along Kilmacolm's southern boundary.
Robustness of proposed boundary	Western boundary along A761. Other boundaries do not appear to relate to any significant physical features on the ground.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Access to the site from Bridge of Weir Road.</p> <p>To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Provide pedestrian/ cycle links towards Bridge of Weir Road.</p> <p>Suitable visibility should be provided at all accesses.</p> <p>Requires footway, street lighting and 30mph speed limit to be extended southward beyond the access point.</p> <p>Consider introduction of bus stops on Bridge of Weir Road on development frontage.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p>
Active travel options	Approx. 720m to Core Path Network

Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 1070m to Kilmacolm local centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues
Local services (education and health)	Available in Kilmacolm
Does a proven housebuilder have an interest in the site?	There is a specific interest in the site from a developer of retirement villages.
Is there evidence of housing demand/need in the area proposed?	Yes. Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	It is expected that the site could deliver some housing by 2024 and remainder by 2032.

Key Agency Comments

Historic Environment Scotland	No comment.
Nature.Scot	This is a large, elevated and prominent site which defines the southern landscape setting to Kilmacolm. The site is visually open. Development would have significant and adverse impacts on local landscape character and on the landscape setting of the village. Part of the site is also overlapped by Knapps Loch SINC.
Scottish Environment Protection Agency	Flood risk: A minor watercourse with potentially culverted sections flows adjacent to the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Water environment: N/a
Scottish Water	Comments to follow
Sportscotland	No comment

Strathclyde Partnership for Transport	Public transport accessibility information provided above
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site. Potential flooding issues should be investigated.

There are no environmental designations covering the site, although a Local Nature Conservation Site sits close to the south, and a conservation area sits on its northern boundary.

The site has proximity to a regular public transport service.

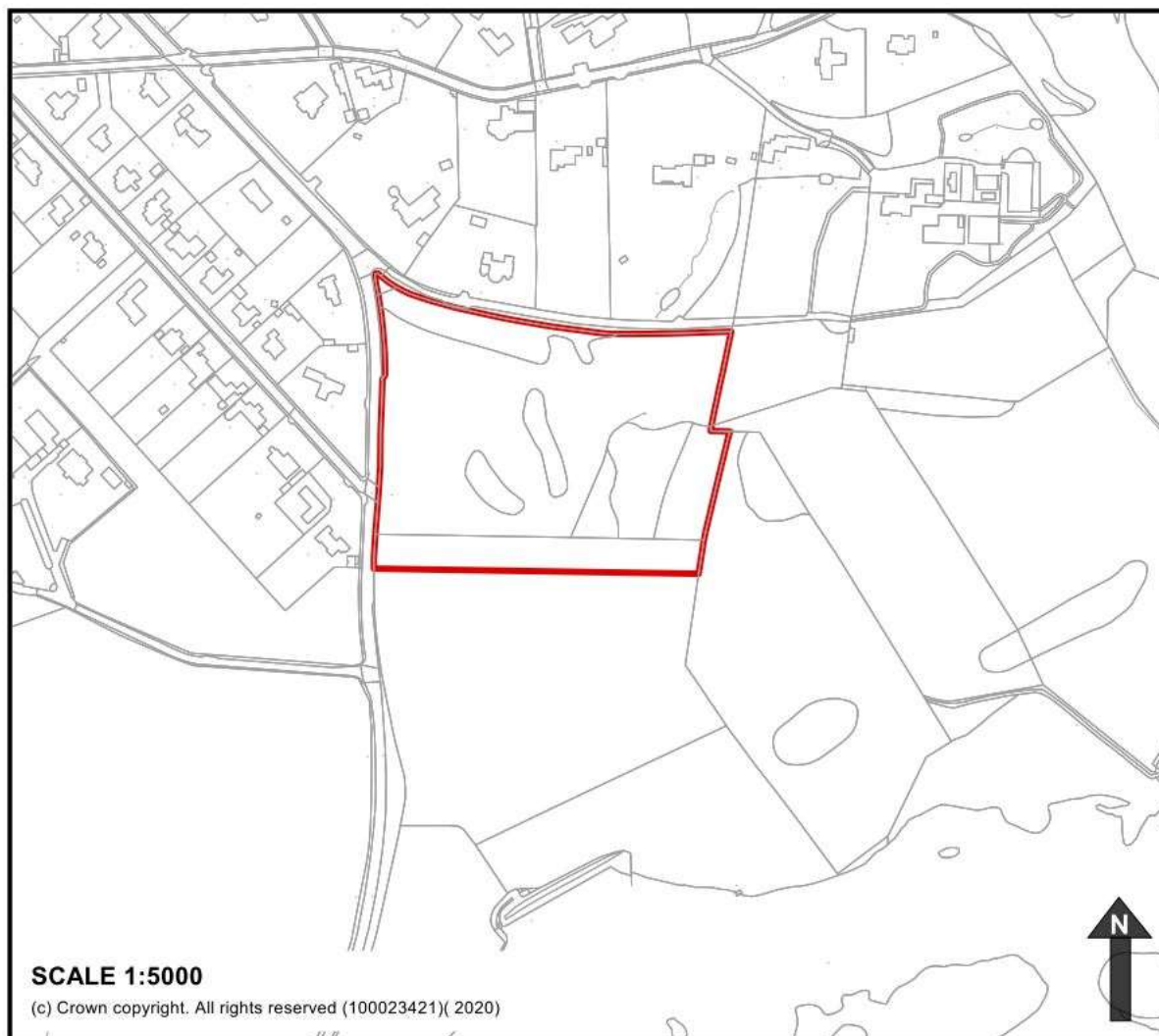
It is in a marketable area and could deliver some housing in the period to 2024, with the remainder in the period to 2032.

Development would have a significant adverse impact on the character and setting of the village. It would also impact on the setting of Knapps Loch, a locally important recreation resource. Development would extend the existing settlement in a southerly direction. Further southern expansion would be contained by Knapps Loch, but a clearly identifiable settlement boundary would have to be created.

The site is not included as a preferred option for housing development opportunity in the Main Issues Report.

Site Details

Site name	Knapps (2)
Settlement	Kilmacolm
Call for Sites reference	CFS05
Site size (ha)	4.10
Current use	Agriculture
Existing LDP allocation	Green Belt



Proposal

Submitted by	Gladman Developments Ltd
Proposed Use	Residential
Number of houses/floorspace	30 houses, retirement living, care facility.

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from minor watercourse along site boundary. Surface water flood hazard identified.

	Opportunity for water environment enhancements through minor deculverting and morphological improvements to the watercourse along the site boundary.
Biodiversity, Flora and Fauna	No environmental designations within the site, but the Knapps Loch LNCS is in close proximity to the southern boundary. Evidence that protected species may be present on the site.
Climatic Factors	Car travel and associated emissions will be minimized as site within 400m of a bus stop with regular service provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	This is a large, open, elevated and prominent site which defines the southern landscape setting and approach to Kilmacolm. Development would have significant and adverse impacts on local landscape character and the landscape setting of the village.
Material Assets	Greenfield development
Cultural Heritage	The northern boundary of the site is adjacent to the Kilmacolm South Conservation area. Development would have significant adverse effects on the setting and appearance of the conservation area, particularly in relation to the southern approach to the village.
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site is 716m from the active travel network and within accessible distance of local services – 1068m.

Kilmacolm/Quarriers Village LNCS Assessment Summary (2017)

Knapps Loch is largely pasture but appears to have lost some of the interest previously noted, but some local ridges and wetter hollows retain some interest. The northern field, which supports a cluster of less intensely managed habitats, but of limited quality, could benefit from more sympathetic management, but it does not merit any designation in isolation and in its current condition as it is isolated. However it has value for foraging bats and Badgers. However, it is proposed that the southern wetland and adjacent scrubby ridges section is included and becomes part of the Knapps Loch LNCS.
(The above assessment related to a previously submitted larger site. The extended boundary of the LNCS does not extend onto the site proposed in this submission).

Planning History

Planning Application History	17/0143/IC – Proposed residential development etc at Knapps and North Denniston. Refused, Appeal dismissed.
Previous Plan - Reporters Comments	This greenfield site lies at the south-eastern edge of Kilmacolm. It occupies a generally square shaped, largely open field, bounded by the A761 Bridge of Weir road, and by a vehicular lane which extends along the boundaries of some large detached houses that occupy very large plots. This lane also forms the boundary of the conservation area, of which these houses comprise part. There is a thick belt of pine trees on the site's eastern edge, but its southern boundary is open. The site rises to the north-east, from the A761. This makes it particularly prominent to those approaching Kilmacolm along the main access road, despite the presence of the houses on Gryffe Road, which stand to the west, across the A761.

	<p>The site is at present part of the green belt, which here makes a significant contribution to the setting of Kilmacolm. Knapps Loch lies to the south, and contributes to the amenity of the green belt in this area. Development here would also impact to some degree on the setting of the loch.</p> <p>The council's assessments of this site for this plan, and separately in relation to a recent planning application, confirm that, subject to detailed consideration, there are no infrastructure or other environmental constraints that would be likely to preclude a satisfactory development being undertaken here. While the site is not at present under the control of a house-builder, there is little doubt that there would be a market for new houses in this location. I am therefore satisfied that this is a site which would be capable of becoming effective, and could deliver house completions during the plan period.</p> <p>A small number of the suggested 12 houses could also be secured for affordable housing. It is on the main road to Bridge of Weir and the Glasgow conurbation, and is served by public transport. There are bus stops adjacent to the site on either side of the road. Being some 1.3 kilometres from the village centre, there is also good access to the facilities of Kilmacolm, via the existing roadside footway.</p> <p>Nonetheless, I have concluded both that there is not a requirement to allocate additional land for housing in Kilmacolm, and that its development would have an adverse impact on the setting of Kilmacolm. I have not identified any further benefits that would be generated by the development of housing on this site which would justify allocating it for that purpose.</p>
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Green Belt boundary issues

Robustness of existing boundary	Formed by access road to villas along Kilmacolm's southern boundary.
Robustness of proposed boundary	Western boundary along A761. Other boundaries do not appear to relate to any significant physical features on the ground.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Access to the site from Bridge of Weir Road.</p> <p>To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Provide pedestrian/ cycle links towards Bridge of Weir Road.</p> <p>Suitable visibility should be provided at all accesses.</p> <p>Requires footway, street lighting and 30mph speed limit to be extended southward beyond the access point.</p> <p>Consider introduction of bus stops on Bridge of Weir Road on development frontage.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p>
Active travel options	Approx. 720m to Core Path Network
Site within 400m of bus stop	Yes

Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 1070m to Kilmacolm local centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues
Local services (education and health)	Available in Kilmacolm.
Does a proven housebuilder have an interest in the site?	There is a specific interest in the site from a developer of retirement villages.
Is there evidence of housing demand/need in the area proposed?	Yes. Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	It is expected that the site could deliver some housing by 2024 and remainder by 2032.

Key Agency Comments

Historic Environment Scotland	No comment.
Nature.Scot	This is a large, elevated and prominent site which defines the southern landscape setting to Kilmacolm. The site is visually open. Development would have significant and adverse impacts on local landscape character and on the landscape setting of the village.
Scottish Environment Protection Agency	Flood risk: A minor watercourse with potentially culverted sections flows adjacent to the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Water environment: N/a
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site. Potential flooding issues should be investigated.

There are no environmental designations covering the site, although a Local Nature Conservation Site sits close to the south, and a conservation area sits on its northern boundary.

The site has proximity to a regular public transport service.

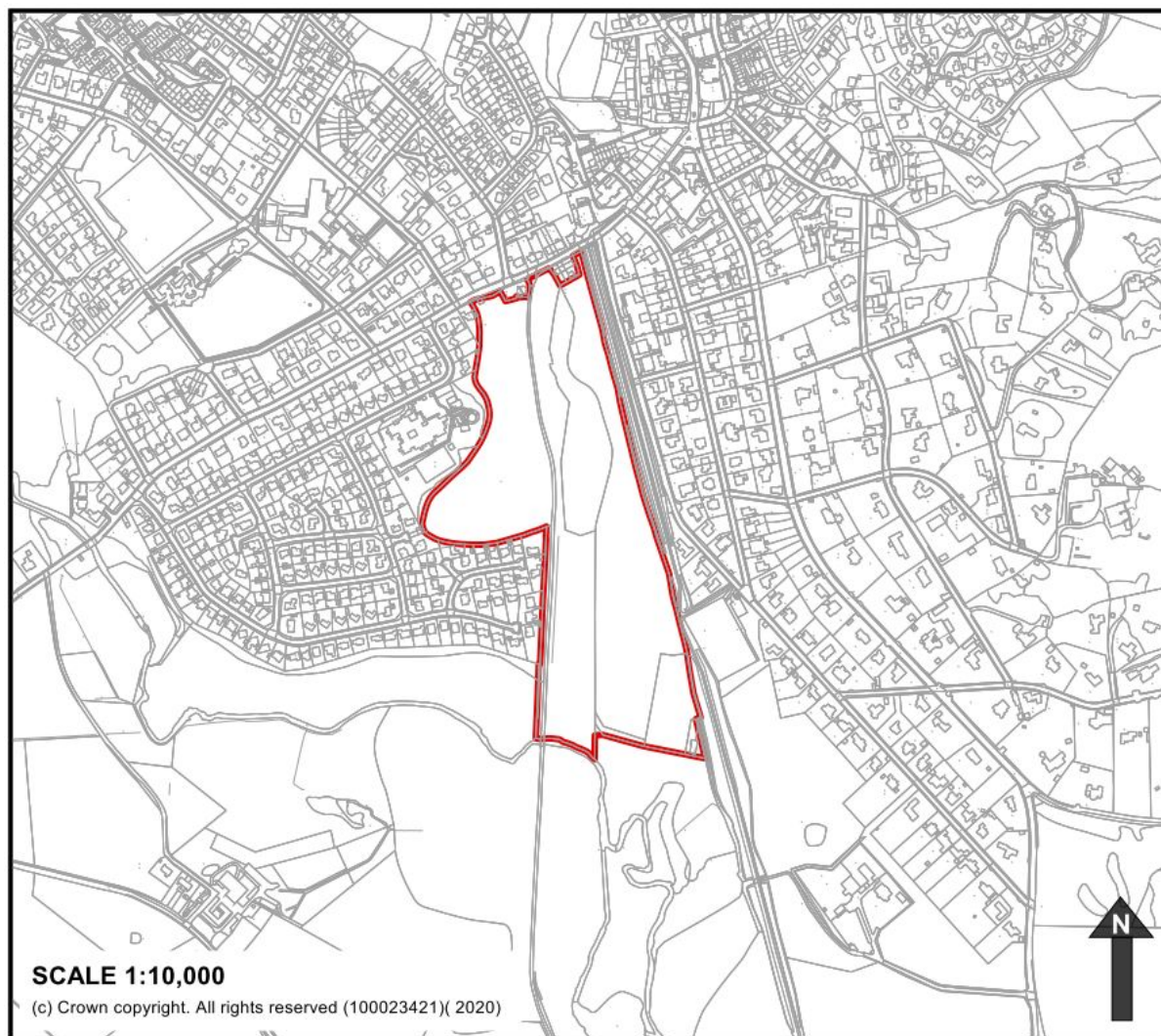
It is in a marketable area and could deliver some housing in the period to 2024, with the remainder in the period to 2032.

Development would have a significant adverse impact on the character and setting of the village. It would also impact on the setting of Knapps Loch, a locally important recreation resource. Development would extend the existing settlement in a southerly direction. Further southern expansion would be contained by Knapps Loch, but a clearly identifiable settlement boundary would have to be created.

The site is not included as a preferred option for housing development opportunity in the Main Issues Report.

Site Details

Site name	Police Station Field
Settlement	Kilmacolm
Call for Sites reference	CFS06
Site size (ha)	13.36
Current use	Woodland, rough pasture
Existing LDP allocation	Green belt



Proposal

Submitted by	CALA Homes (West) Ltd
Proposed Use	Residential
Number of houses/floorspace	45-55 homes

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Small area of medium/high fluvial flood risk within the site. Surface water flood hazard identified.

Biodiversity, Flora and Fauna	Potential for significant adverse effects on the Duchal Estate LNCS and semi-natural woodland, which cover the western part of the site. Evidence of protected species on site.
Climatic Factors	Car travel and associated emissions will be minimized as site within 400m of a bus stop with regular service provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	This site contributes to the 'green wedge' character of Kilmacolm. Development would have significant adverse impacts on local landscape character and on the landscape setting of the village.
Material Assets	Greenfield development
Cultural Heritage	The site includes the northern part of the Duchal House Designed Landscape and A listed Duchal House. HES state that "development of housing within (this site) would give rise to significant adverse impacts on the Inventory Designed Landscape and its setting".
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Opportunities to link with adjacent active travel network. Site within accessible distance of local services – 35m.

Kilmacolm/Quarriers Village LNCS Assessment Summary (2017)

Police Station Field survey site supports a substantial area of well developed woodland. It is suggested this remains part of the existing Duchal Wood LNCS.

Planning History

Planning Application History	12/0150/IC – Planning permission in principle for new school development etc. Refused.
Previous Plan - Reporters Comments	<p>(Comments relate to a larger site extending west along River Gryffe)</p> <p>This large elongated greenfield site forms one of the fingers of the present green belt which is considered to contribute to the character of Kilmacolm. It lies on the western side of the former railway line that now forms a footpath and cycleway leading out from the centre of the village at Lochwinnoch Road. The site extends as far as the Gryfe Water, beyond the southern edge of the village.</p> <p>It generally comprises open fields on its eastern side, while its western side is a wooded area, known as Milton Wood. A private driveway leading south through this woodland from Lochwinnoch Road provides a public footpath, which is a core path.</p> <p>The proposed housing development, as illustrated in a submission which accompanied the representation, would be focused on the currently open area, with footpath connections to the core path. However it would encroach within the local nature conservation site which covers both the woodland and the area of water-side habitat on either side of the Gryfe Water.</p> <p>The development proposed on this site is therefore likely to have a direct impact on the local nature conservation site, as well as the indirect pressures which arise from the occupiers of properties which adjoin mature woodland.</p>

	<p>In addition, the site forms part of the designed landscape of Duchal House, which forms part of Scotland's 'Inventory of Gardens and Designed Landscapes'. There is already a substantial residential area to the west of the woodland, and I consider that further development immediately on its eastern side would detract from its integrity and its contribution to Kilmacolm's setting. The value of the footpath to its users is enhanced by the woodland being bordered by open grazing fields, rather than by being overlooked and abutted by residential properties.</p> <p>However the development of housing on this site would have a much more limited impact on walkers and cyclists using the path along the line of the former railway. This is because, for most of the length of the site, the path is in a steep cutting, from which the houses would not be visible.</p> <p>While a flood risk assessment would have to be undertaken before planning permission could be granted, I am not aware of any infrastructure or technical constraints which would preclude houses being built within the area suggested. Being so close to the village centre, the site would afford good accessibility to its services and facilities, and the application of Policy 18 would ensure that 25% of the houses on this greenfield site would be for affordable housing.</p> <p>The site is being proposed by a major house-building company and, given that this is an area of strong market demand, I am satisfied that this site is capable of becoming effective, with new house completions being delivered within the period of this plan.</p> <p>However I have not identified particular benefits which would arise from its development that might outweigh the adverse environmental effects which could occur, even if a robust woodland management plan is implemented. Given my finding at Issue 5 that there is not a requirement for additional sites for housing development to be released in the Kilmacolm and Quarriers Village area of Inverclyde, I conclude that the plan should not be amended in order to allocate this site for that purpose.</p>
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Green Belt boundary issues

Robustness of existing boundary	Bounded to the east and north by former railway line (now NCR75) and Lochwinnoch Road respectively. Bounded to the west by established property boundaries.
Robustness of proposed boundary	The southern boundary would be formed by the River Gryffe and a wooded area.

Transportation and Accessibility Assessment

Comment from Council's Roads Service)	Access from Lochwinnoch Road. To be designed in accordance with DMRB and National Roads Development Guide. Suitable visibility should be provided from access. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	Adjacent to Core Path Network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 35m to Kilmacolm Local Centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Kilmacolm
Does a proven housebuilder have an interest in the site?	The Call for Sites submission included evidence of house builder interest in the site.
Is there evidence of housing demand/need in the area proposed?	Yes. Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	It is expected that the site could deliver some housing by 2024 and remainder by 2032.

Key Agency Comments

Historic Environment Scotland	We note that this potential allocation surrounds the northern part of Duchal House Inventory Designed Landscape (GDL146). Duchal House is included on the Inventory in recognition of its national importance as a fine example of a formal late 17th/early 18th century designed landscape to which later overlays have been well integrated.
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	<p>It consists of a Category A-listed classical house surrounded by formal gardens and a canalised burn, together with high quality estate buildings and formal avenues, parkland and woodland. It has outstanding historical and architectural value, high value as a work of art as well as high horticultural, arboricultural and silvicultural and scenic value.</p> <p>CFS06 incorporates part of the northern extremity of the designed landscape which is composed of the late 19th century North Lodge and former entrance driveway linking the village of Kilmacolm with the house. It dates from the later 19th century northward expansion of the designed landscape, when the Shaw-Stewart family acquired the estate and used the house for shooting parties. They extended the policies NE towards Kilmacolm after 1863, creating an entrance from the town (and new railway station) with a long picturesque drive. This is an important element of the designed landscape, which has high historic importance as the link between the estate and the village, as well as significant scenic importance as a green wedge of woodland, which we would wish to see protected and conserved.</p> <p>It is our view that the development of housing within site CFS06 would give rise to significant adverse impacts on the Inventory Designed Landscape and its setting. We therefore do not support the inclusion of this site within the Inverclyde Local Development Plan 3.</p>
Nature.Scot	Development here would have significant and adverse impacts on local landscape character and on the landscape setting of the existing village. A large part of the site overlaps with a SINC and Duchal House Gardens and Designed Landscapes designations. Additionally, a large part of the site is covered by semi-natural woodland.
Scottish Environment Protection Agency	<p>Flood risk - Part of this site lies within the 1 in 200 year floodplain. No development should take place within this area. Flood Risk Assessment required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted.</p> <p>Water – N/a</p>
Scottish Water	Comments to follow
Sportscotland	We request that acknowledgement is made to the existence of playing fields adjacent to these sites, and that any design proposals should take this into account to ensure protected access and amenity for existing pitch users.
Strathclyde Partnership for Transport	Public transport accessibility information provided above
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site, although flooding may have to be investigated.

The site is covered by environmental designations including an LNCS, semi-natural woodland and the Duchal House Garden and Designed Landscape.

The site has proximity to a regular public transport service and is adjacent to the Core Path Network and Kilmacolm local centre.

The site is in a marketable area and development could deliver housing in the period to 2024.

The site contributes significantly to the character of Kilmacolm, particularly the characteristic green wedge extending the countryside into the heart of the village. It is also a locally important recreational resource for walking, cycling etc.

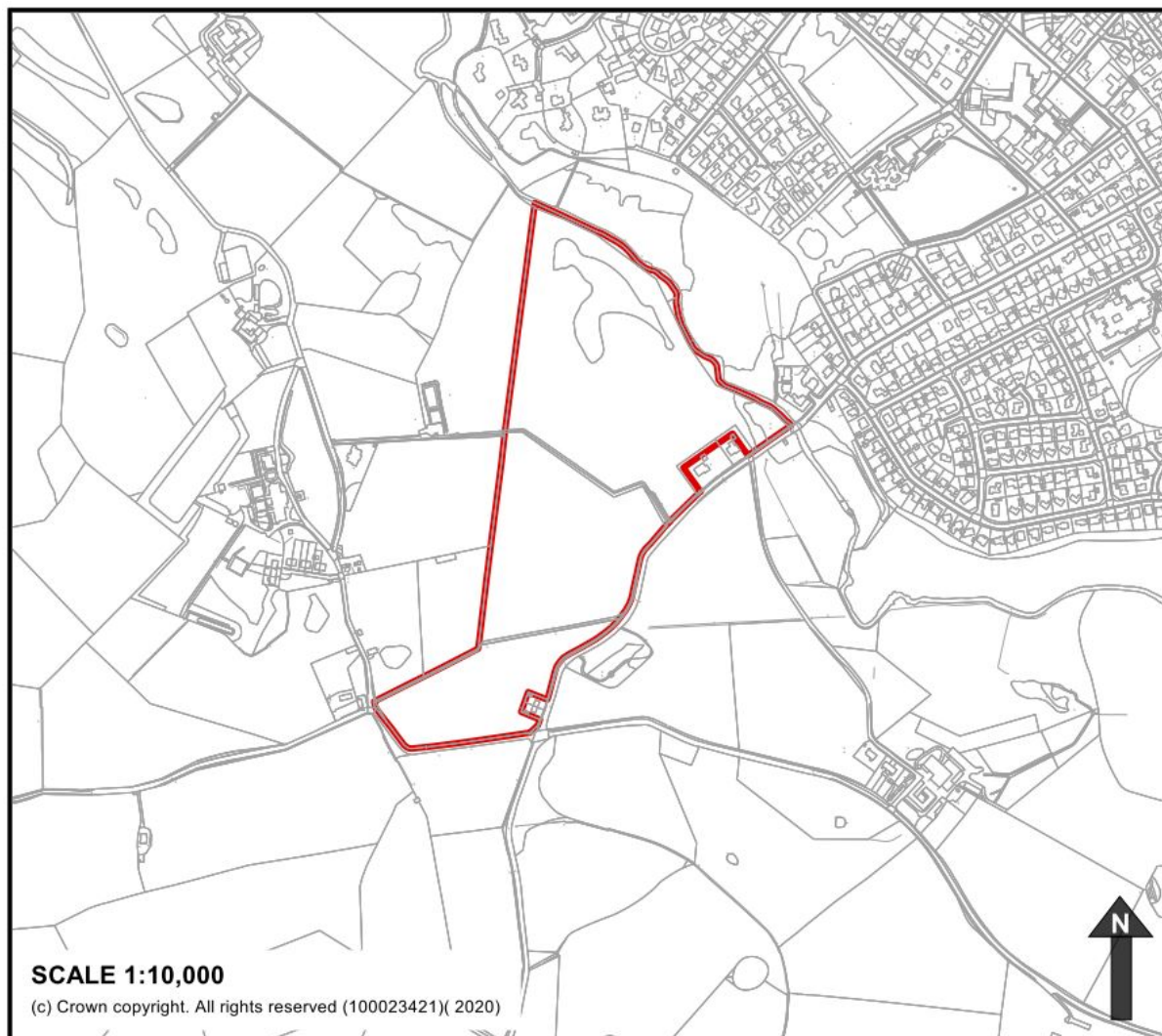
Development of the southern part of the site would extend the settlement southwards to the banks of the River Gryffe, although the river would contain further southwards expansion.

Owing to these sensitivities it is considered that no part of the site should be released for housing development.

The site is therefore not included as a preferred option for housing development in the Main Issues Report.

Site Details

Site name	Lochwinnoch Road
Settlement	Kilmacolm
Call for Sites reference	CFS07
Site size (ha)	16.53
Current use	Agriculture
Existing LDP allocation	Green Belt



Proposal

Submitted by	CALA Homes (West) Scotland Ltd
Proposed Use	Residential
Number of houses/floorspace	100 (on land to the north of the site)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Area of medium/high fluvial flood risk within the site. Surface water flood hazard identified. Potential adverse effects on the River Gryffe which is adjacent to the site. Areas of wetland habitat within site. Impact on protected species not known.

	Potential adverse effects on water quality through increased pressure on sewer capacity.
Biodiversity, Flora and Fauna	Potential adverse effects as site includes significant area of the Mill Dam Local Nature Conservation site. Impact on protected species not clear.
Climatic Factors	Likely to increase car travel and associated emissions as site not accessible to public transport provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield development
Landscape	Large, open and prominent site which defines the southern landscape setting of Kilmacolm and contributes to the characteristic gateway and approach to the village from the south. Visually, perceptually and physically detached from existing development. Development of this site would represent a significant southward expansion of Kilmacolm, which could set a precedent for further development. Significant impacts on local landscape character and on the landscape setting of the Kilmacolm
Material Assets	Greenfield development
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Opportunities to link with adjacent active travel network. Site within accessible distance of local services – 1056m.

Kilmacolm/Quarriers Village LNCS Assessment Summary (2017)

ARP field is largely intensively managed grassland with very little botanical or habitat interest, although there could be potential for farmland birds with more sympathetic management. However the small section in the north supports some wetland interest and a few areas of less improved grassland, which given its proximity to the Gryfe Water (and adjacent LNCS at Mill Dam), provide a strong case for inclusion as part of a Gryfe Water corridor site, or perhaps as part of a broader Mill Dam LNCS. It would also make sense to extend this to the south and include the area adjacent to the Gryfe that is within the 009 Police Station Field survey area. Some of the less diverse pasture away from the immediate Gryfe corridor and similar pasture to the east of the woodland, except for the high ridge grazed birch woodland and adjacent relatively unimproved grassland in the centre of this strip are of low nature conservation interest.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	<p>This large greenfield site lies on the western side of Kilmacolm. It is on the northwest side of Lochwinnoch Road, and south-west of the Gryfe Water. It forms part of the open countryside immediately beyond the edge of the built-up area of Kilmacolm which, here, is marked by the bridge which carries Lochwinnoch Road across the Gryfe Water.</p> <p>The site boundary extends as far as the B788 Greenock to Bridge of Weir road, and it comprises open fields on rising land. I find that</p>

	<p>this site comprises part of the rural area which provides an attractive setting for the village of Kilmacolm.</p> <p>The representation suggests that development within the site would be restricted to the lower part which is close the Gryfe Water. Tree planting on the southern edge of the development would be undertaken to create a clear edge to the extended settlement. However I consider that the Gryfe Water already provides a clear and robust boundary to the settlement.</p> <p>While the agricultural fields do not in themselves have a high ecological value, part of the development site is now included within a local nature conservation site which straddles the river. This is likely to restrict the area that is suitable for development, but there may also be an indirect impact as a result of houses being occupied in close proximity to such a site.</p> <p>The council's assessment has highlighted that a flood risk assessment would be required, and the feasibility of securing a sewer connection would also need to be confirmed before the development could be designed and any planning permission granted. I am not aware of other technical or infrastructure issues which might preclude its development.</p> <p>With interest in this site from a major house-builder, I consider that it is capable of becoming effective, as it is likely that house completions could be delivered before the end of the plan period in 2029. However, in the present circumstances where I have found that it is not necessary to augment the housing land supply in the Kilmacolm and Quarriers Village area, I conclude that it would not be appropriate to amend this plan to allocate this greenfield site for housing development.</p>
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Green Belt boundary issues

Robustness of existing boundary	The site is separate from the existing settlement boundary.
Robustness of proposed boundary	<p>The boundary of the submitted site would be contained to the south and east by roads. Its northern boundary would be the River Gryffe, with an area of green belt between it and the existing settlement.</p> <p>The western boundary is currently field boundaries.</p>

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Access Onto Lochwinnoch Road. Suitable visibility should be provided from access.</p> <p>Extend 30mph speed limit. Possible new roundabout junction on Lochwinnoch road.</p> <p>Requires footway, street lighting and 30mph speed limit to be extended southward beyond the access point.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	The site is immediately adjacent to the Core Path Network
Site within 400m of bus stop	No

Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	No
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	The site is approx. 1060m from Kilmacolm Local Centre.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow.
Local services (education and health)	Available in Kilmacolm
Does a proven housebuilder have an interest in the site?	The Call for Sites submission included evidence of house builder interest in the site.
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	It is expected that the site could deliver some housing by 2024 and remainder by 2032.

Key Agency Comments

Historic Environment Scotland	No comment.
Nature.Scot	This is a large and prominent site, which defines the southern landscape setting and contributes to the characteristic gateway and approach to Kilmacolm from the south. The site is visually open and would represent a substantial southward expansion of Kilmacolm. Development would have significant and adverse impacts on local landscape character and on the landscape setting of the existing settlement. The north east of the site lies adjacent to a SINCL.
Scottish Environment Protection Agency	Flooding - Part of this site lies within the 1 in 200 year floodplain. No development should take place within this area. Minor watercourse flow along or in proximity to site boundary. Flood Risk Assessment required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Water environment – N/a
Scottish Water	Comments to follow.
Sportscotland	No comment

Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site, although flooding may have to be investigated.

The northern part of the site is overlapped by a LNCS.

The site has no proximity to public transport services, but is adjacent to the Core Path Network.

The site is in a marketable area and development could deliver housing in the period to 2024 and beyond.

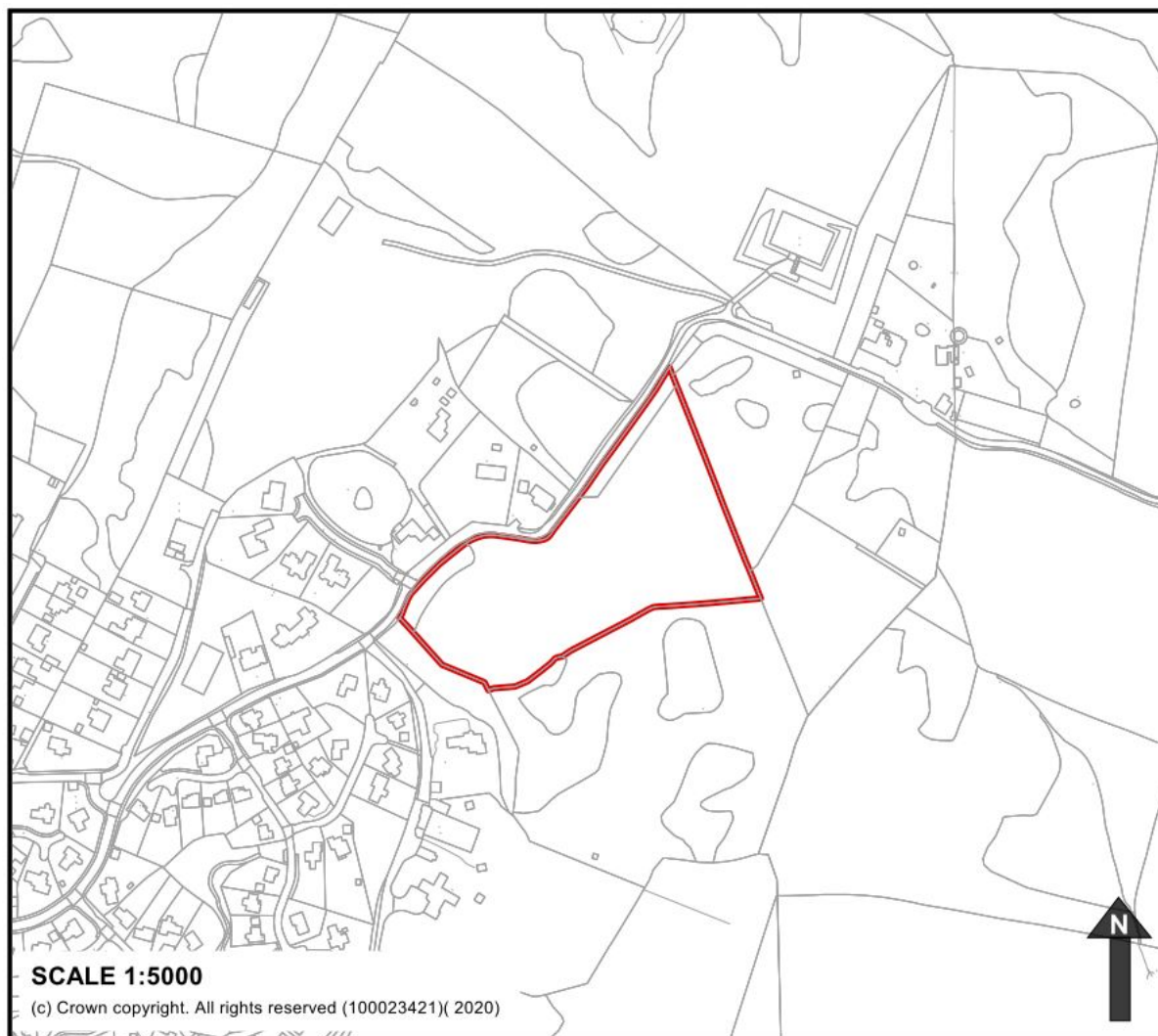
The submitted site would represent an illogical and unsustainable expansion of Kilmacolm, be poorly connected to the village in urban form terms, and distant from the services available within the village centre. It would also have an adverse impact on the character and setting of the village, by extending development beyond the River Gryffe.

It is considered that no part of this site should be released for housing development.

The site is not included as a preferred housing development opportunity in the Main Issues Report.

Site Details

Site name	Overton, West Glen Road
Settlement	Kilmacolm
Call for Sites reference	CFS08
Site size (ha)	2.38
Current use	Agriculture
Existing LDP allocation	Green belt



Proposal

Submitted by	Named individual
Proposed Use	Residential
Number of houses/floorspace	5-10

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from minor watercourse (possibly culverted) adjacent to site boundary. Surface water flood hazard identified.

Biodiversity, Flora and Fauna	No environmental designations within the site, but the Glen Moss SSSI is in close proximity to the south. Impact on protected species unknown. There may be opportunities for enhancements to the SSSI.
Climatic Factors	Likely to increase car travel and associated emissions as site not accessible to public transport provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of 90% greenfield land
Landscape	Site acts as a gateway to Kilmacolm from the north-east.
Material Assets	90% greenfield development
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site is 266m from active travel network and within an accessible distance of local services – 754m.

Kilmacolm/Quarriers Village LNCS Assessment Summary (2017)

West Glen has large areas of low diversity pasture but there is a cluster of habitats in the southern portion which help to increase the overall species diversity and the proximity to Glen Moss enhances the site's potential, but again sympathetic management is needed. However it is hard to justify any designation given its current condition, but any development here should try to retain and enhance the interest of the southern section. The southern section could perhaps become an extension of the existing Overton Grassland LNCS (although divided by an area of woodland). There is some conservation value in its proximity to Glen Moss SSSI and this should be acknowledged. However this site has not been proposed as an LNCS.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	<p>This is a large greenfield site adjoining the upper, north-west edge of Kilmacolm. It lies on the south-east side of West Glen Road. The site extends beyond the limit of existing residential development on the opposite side of the road. It is partly screened by two linear tree belts alongside the road, but comprises open fields which form part of the rural setting of the village. The existing settlement boundary here is not inappropriate or weak.</p> <p>While the Glen Moss site of special scientific interest lies close by, to the south, the site is not in itself of high ecological value.</p> <p>However its development would represent a significant extension of the village into an area of countryside that contributes positively to Kilmacolm's setting.</p> <p>Areas of potential flooding would require to be addressed, but there appear to be no infrastructure or technical constraints that would preclude its development. It is some 750 metres from the centre of Kilmacolm, although roadside footways along West Glen Road do not extend all the way to the site and it is not served by public transport. With these caveats, there would be good access to the facilities and amenities of the village.</p> <p>The application of Policy 18 would ensure that 25% of the houses that are built here would be for affordable housing, although the representation indicates that 30% would be made available for that</p>

	purpose, together with attractive landscaping and public open space. However, I have not identified any other significant benefits which would arise from developing this greenfield site. In the current circumstances, where I have found that the release of additional housing land in the Kilmacolm and Quarriers Village part of Inverclyde is not required, I conclude that an amendment to the plan in order to allocate this site for housing development would not be justified.
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Green Belt boundary issues

Robustness of existing boundary	The northern boundary of the village is formed by a road, although there are houses to the north of it in the green belt. To the other side of West Glen Road, the village boundary extends further north than the proposed site.
Robustness of proposed boundary	The proposed site boundaries are currently formed by field boundaries.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Main access from West Glen Road. To be designed in accordance with DMRB and National Roads Development Guide. Suitable visibility should be provided from access. Requires lighting and 30mph speed limit to be extended northward beyond the access point. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	Site is approx. 270m from Core Path Network
Site within 400m of bus stop	No
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	No
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Site is approx. 750m from Kilmacolm Local Centre.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
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Local services (education and health)	Available in Kilmacolm
Does a proven housebuilder have an interest in the site?	The call for sites submission indicates several developers have approached the owner.
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	The scale of development suggested could be delivered by 2024, although it is noted there is no specific developer attached to the site.

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	This site acts as a gateway to Kilmacolm from the north-east. Development proposals should provide suitable settlement edging to enhance gateway as well as an appropriate landscape framework. They would also need to ensure there were no adverse impacts on Glen Moss SSSI including hydrological and drainage prior to development. Particularly as the site is notified for its Basin Fen wetland feature and also Dragonfly Assemblage which is dependent on the wetland feature. However, we note the intention to maintain and enhance the biodiversity in the area which is welcomed. Could enhance access to SSSI
Scottish Environment Protection Agency	Flood risk - A minor watercourse with potentially culverted sections flows along or adjacent to the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Potential residual flood risk in the event of ponded water infrastructure failure. Water environment – no comment
Scottish Water	Comments to follow.
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are not known to be any technical constraints to the development of the site, although flooding issues should be investigated.

West Glen Road is not covered by any environmental designations, although the potential impact of development of the site on a nearby SSSI would need to be assessed.

The site has no proximity to public transport services. It is reasonably close to Core Path Network.

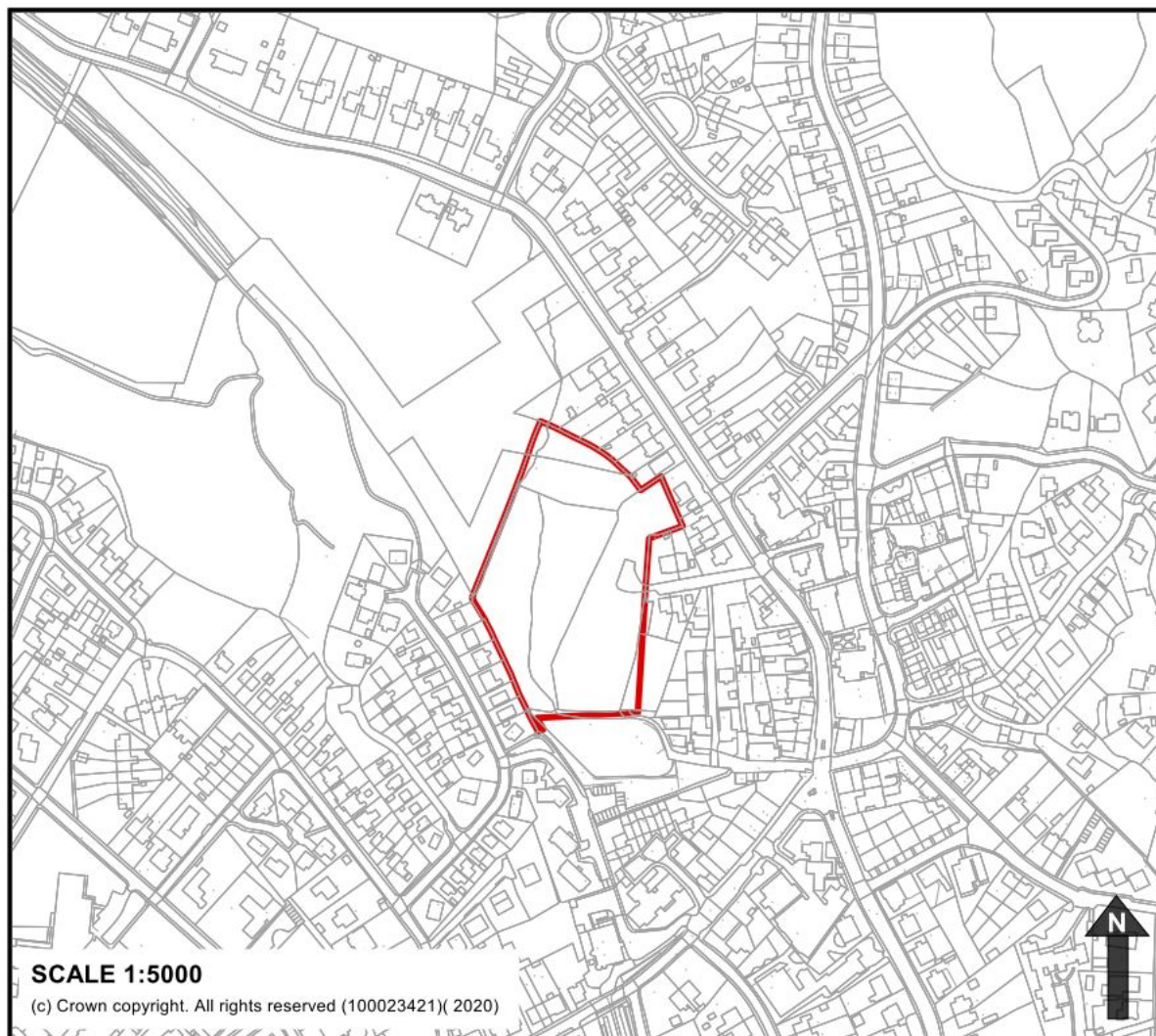
It is in a marketable area and is of a size that could be developed within the Plan period.

Development would impact on the northern approach to the settlement at this location, extend the built-up area northwards, and could lead to additional development pressure in the area if a robust green belt boundary was not created. As such, this site is not considered to offer a preferred option for housing development in Kilmacolm.

The site is not included as a preferred housing development opportunity in the Main Issues Report.

Site Details

Site name	Smithy Brae
Settlement	Kilmacolm
Call for Sites reference	CFS09
Site size (ha)	1.91
Current use	Rough ground
Existing LDP allocation	Green belt



Proposal

Submitted by	Kilmacolm Estates Ltd
Proposed Use	Residential
Number of houses/floorspace	tbc

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	<p>Potential flood risk from watercourse along site boundary. Surface water flood hazard identified on small part of site.</p> <p>Opportunity for water environment enhancements through meandering and other morphological improvements to the adjacent watercourse</p>

Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to site. Semi-natural woodland along southern and north western boundaries. Impact on protected species not known.
Climatic Factors	Within 400m of a bus stop with regular service provision.
Air Quality	Short term impact during construction phase, but unlikely to lead to designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	Development of this sloping site, which is located on one of Kilmacolm's green wedges, has potential for adverse effects on landscape character. Careful consideration of siting and design required.
Material Assets	Greenfield development
Cultural Heritage	In close proximity to 'The Cross, Kilmacolm' Conservation Area, but development unlikely to have any significant effects
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Opportunities to link with adjacent core path network. Site within an accessible distance of local services – 118m.

Kilmacolm/Quarriers Village LNCS Assessment Summary (2017)

Not included for assessment

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	<p>This site (ref. R65) is identified in the plan as a housing development opportunity site with an indicative capacity of 42 houses. It lies on the north side of the village centre, and comprises both a brownfield site which has become overgrown, and an element of greenfield land which was previously removed from the green belt. It has previously been granted planning permission for new housing. It is also already identified as a housing development opportunity site in the existing local development plan, following detailed consideration through the examination of that plan. The housing land audit also reflects the council's view that housing completions will be delivered on this site before the end of the plan period.</p> <p>This plan gives strong preference to the re-development of brownfield sites within settlement boundaries. In this case, any housing development would also bring the added benefit of securing the remediation of currently contaminated land. No significant change in circumstances relating to this site has been drawn to my attention which would justify removing it from this plan.</p>

Green Belt boundary issues

Robustness of existing boundary	The current boundary follows an irregular shape and does not relate to features on the ground.
Robustness of proposed boundary	The proposed boundary would follow the straight line of a small watercourse, but a more robust boundary would have to be created.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Comments to follow.
Active travel options	Adjacent to Core Path Network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 120m to Kilmacolm Local Centre.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Kilmacolm
Does a proven housebuilder have an interest in the site?	No
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	It is expected that the site could deliver some housing by 2024 and remainder by 2032.

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	This site appears to be a sloping, predominantly greenfield site located within Kilmacolm. Careful consideration of design, siting and layout will be required to ensure that development proposals are sensitive to the landscape character and setting and to ensure coherence with existing development. It is relatively well concealed from Port Glasgow Road (A761), however, the existing landscape framework of woodland should be retained and enhanced. There are opportunities to provide link to the existing Core Paths to encourage active travel. There is an area of semi-natural woodland in the north of the site which should be incorporated into the design of any development proposal. This could be incorporated into green infrastructure elements on the site, contributing to the wider green network.

Scottish Environment Protection Agency	Flood risk - A minor watercourse flows along the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Water environment – no comment.
Scottish Water	Comments to follow.
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are potential road access constraints to this site. These will be investigated for the Proposed Plan stage. Potential flooding should be investigated.

There are no environmental designations covering the site.

The site has good access to Kilmacolm Local Centre and the Core Path Network. The site has proximity to a regular public transport service.

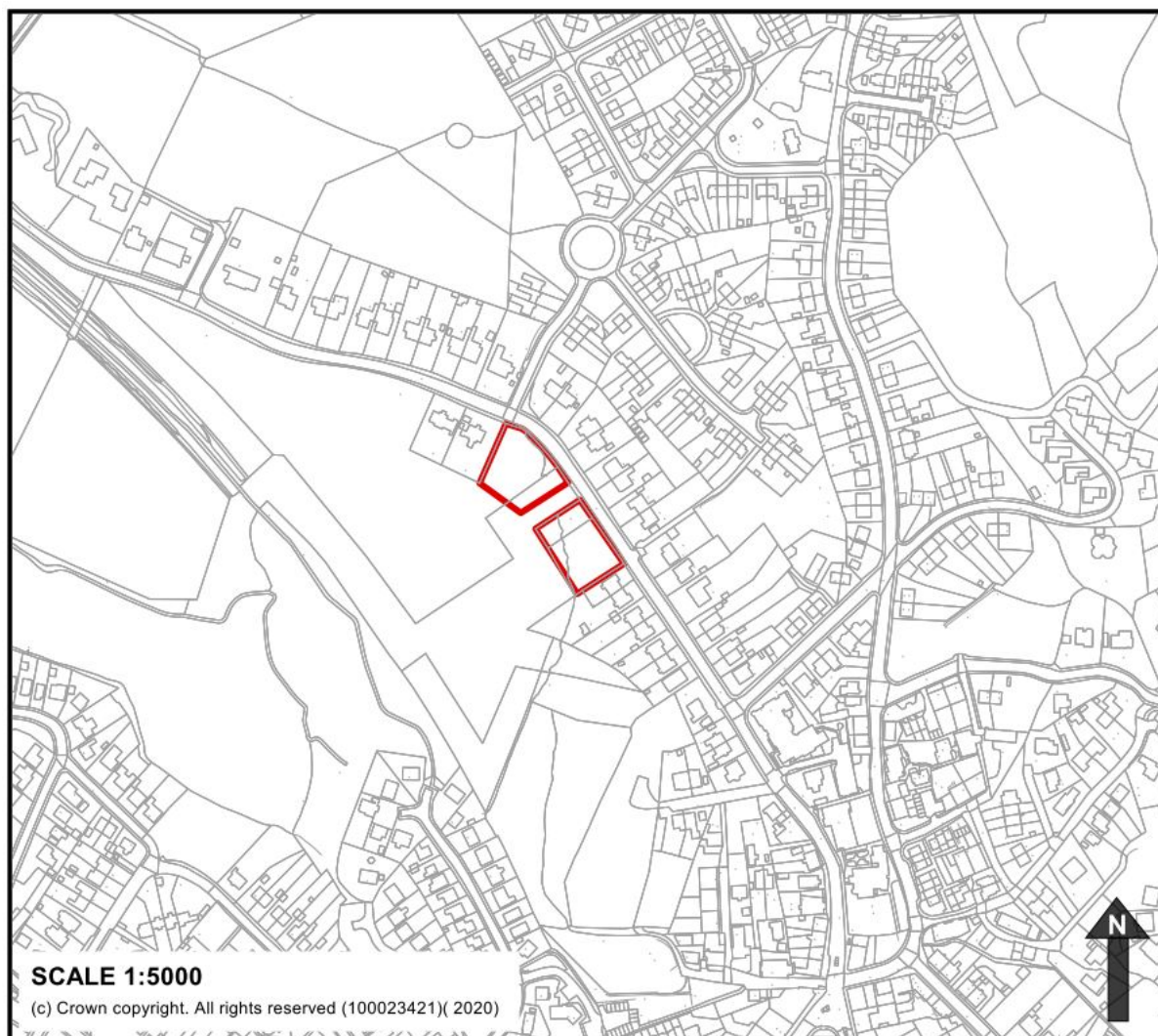
The site is in a marketable area. However, it is understood to be in different ownership and has no recognised builder attached.

The site impacts on a green wedge which is characteristic of Kilmacolm. Whilst it is in part already identified for development, the proposed site would extent the area identified. However, it would create a more logical settlement boundary, following the line of a water course.

The site is included in the Main issues Report as a preferred option for housing development, with delivery issues to be investigated further.

Site Details

Site name	Port Glasgow Road (1)
Settlement	Kilmacolm
Call for Sites reference	CFS10
Site size (ha)	0.42
Current use	Agriculture
Existing LDP allocation	Green belt



Proposal

Submitted by	Gryffe Developments Ltd
Proposed Use	Residential
Number of houses/floorspace	6

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from minor watercourse through site.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site, but mature trees along north west boundary.

Climatic Factors	Car travel and associated emissions will be minimized as site is within 400m of a bus stop with regular service provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	Prominent site on the south-west side of Port Glasgow Road. Development would have an adverse impact on the sensitive green wedge character of Kilmacolm. It would also be visible from both the NW entrance to the village and from the south west part of the village.
Material Assets	Greenfield development
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site is 323m from active travel network and within an accessible distance of local services – 218m.

Kilmacolm/Quarriers Village LNCS Assessment Summary (2017)

Not assessed

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	<p>A separate representation relating to this small greenfield site has been dealt with by the council at Issue 4, and my conclusions can be found there. I found that the site should not be excluded from the green belt and, accordingly, that no amendment to the plan was required.</p> <p>The additional arguments raised by the representation here relate principally to need and deliverability. I find that there are no physical or infrastructure constraints which would preclude the site's development for housing, subject to potential flooding issues related to the burn which flows through the site being addressed. I also accept that its development for individual plots could help to widen the range and type of site which is available, both in Kilmacolm and more generally in Inverclyde.</p> <p>Being some 400 metres from the centre of the village, and on a radial route which carries bus services to and from Port Glasgow and beyond, the residents of any houses built here would have good access both to the facilities and amenities of Kilmacolm, and also of the other nearby towns. Due to its small size, any contribution to the provision of affordable housing here is likely to be very limited.</p> <p>While the site is not currently under the control of a house-building company, I am satisfied that there is likely to be demand for new plots or houses here. I therefore find that the site could be treated as capable of being effective, as it is likely that house completions could be delivered here within the plan period.</p> <p>Nonetheless, both in the light of my conclusions in relation to this site's inclusion within the green belt, and as I have found that the allocation of additional land for housing development is not at present required in the Kilmacolm and Quarriers Village area of</p>

	Inverclyde, I conclude that this site should not be allocated for housing development in this plan.
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Green Belt boundary issues

Robustness of existing boundary	The boundary is formed by Port Glasgow Road.
Robustness of proposed boundary	The boundary would be formed by the rear boundaries of the proposed houses.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Suitable visibility should be provided from access. Parking should be provided in accordance with approved parking standard. Vehicle access must enter and exit in forward gear.
Active travel options	The site is approx. 220m from the Core Path Network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	The site is approx. 220m from Kilmacolm Local Centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow.
Local services (education and health)	Available in Kilmacolm
Does a proven housebuilder have an interest in the site?	No, submission indicates various developers have expressed interest.
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	The site could be developed by 2024, although as there is no recognised developer attached, there could be delay.

Key Agency Comments

Historic Environment Scotland	No comments
Nature.Scot	These are prominent sites on the south-west side of Port Glasgow Road. Development here would have an adverse impact on the

	sensitive green wedge character of Kilmacolm. It would also be visible from both the NW entrance to the village and from the SW part of the village. If allocated, landscape features such as hedgerows should be retained contributing to a landscape framework. Development proposals should be coherent with existing development.
Scottish Environment Protection Agency	Flood risk: A minor watercourse flows through allocation and potential flood risk from this source should be taken cognisance of. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. Water environment: No comment
Scottish Water	Comments to follow.
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There is a potential flood risk associated with a watercourse running through the site.

There are no environmental designations on the site.

The site is close to the local centre and core path network. The site has proximity to a regular public transport service.

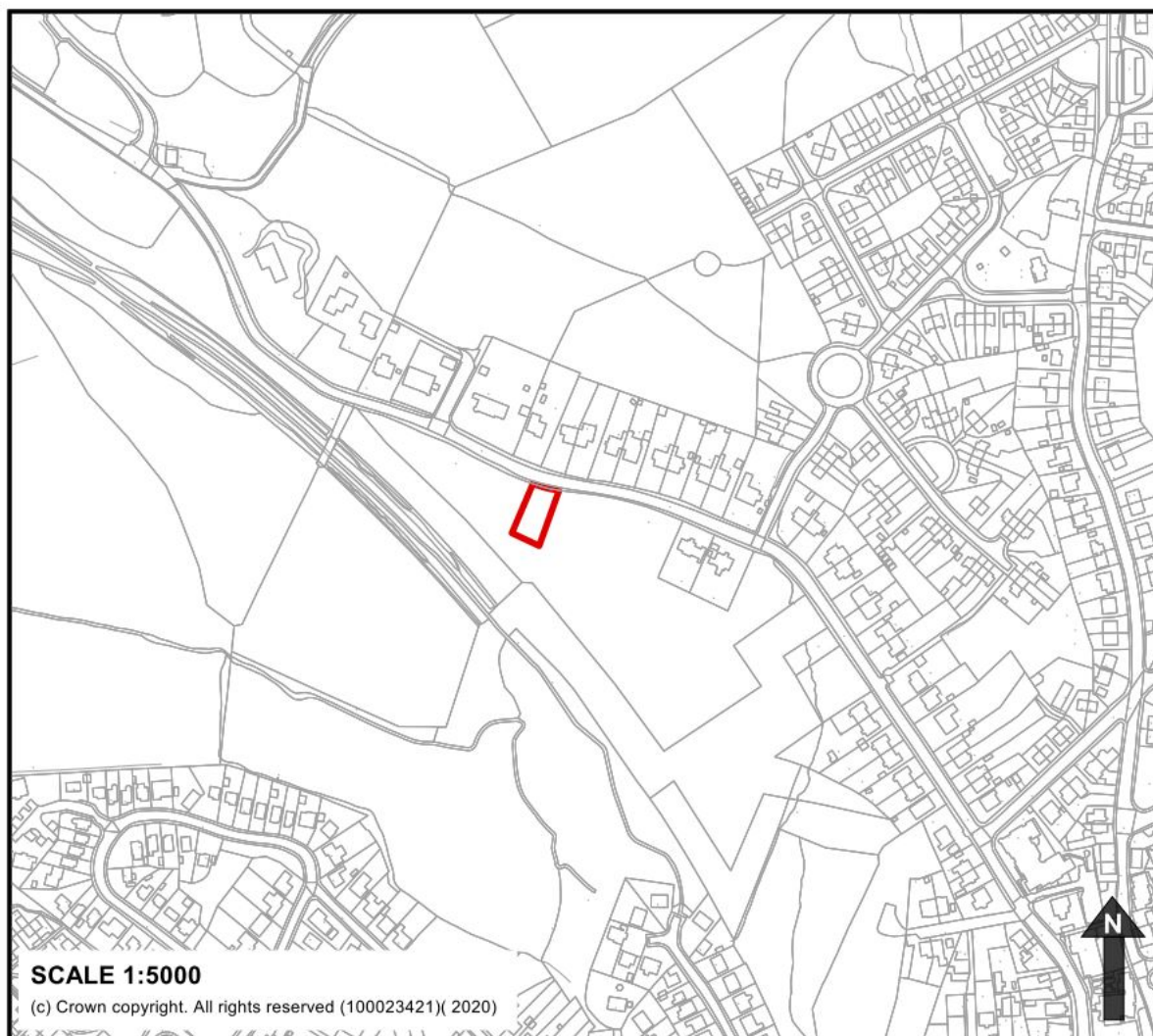
The site is in a marketable area. Although there is no builder attached, there has been interest or could be progressed as plotted development.

Development would impact on a characteristic green wedge and would be ribbon development along Port Glasgow Road, impacting on the eastern approach to the village. Combined with the extended Smithy Brae site it could lead to further pressure for the rest of the wedge to be developed.

The site is not included as a preferred option for housing development in the Main issues Report.

Site Details

Site name	Port Glasgow Road (2)
Settlement	Kilmacolm
Call for Sites reference	CFS11
Site size (ha)	0.08
Current use	Agriculture
Existing LDP allocation	Green belt



Proposal

Submitted by	Gryffe Developments Ltd
Proposed Use	Residential
Number of houses/floorspace	1

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No known effects
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site.
Climatic Factors	Car travel and associated emissions will be minimized as site within 400m of a bus stop with regular service provision.

Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	Prominent site located on the south-west side of Port Glasgow Road. While there is existing development on the north-east side of the road, the site is isolated from other development on the south-west side. Development would have an adverse impact on the sensitive green wedge character of Kilmacolm. It would also be visible from both the north west entrance to the village and from the south west part of the village.
Material Assets	Development of greenfield land
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site 181m from active travel network and within accessible distance of local services – 503m.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/a

Green Belt boundary issues

Robustness of existing boundary	Formed by Port Glasgow Road
Robustness of proposed boundary	Proposed development boundary would form green belt boundary.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Suitable visibility should be provided from access. Parking should be provided in accordance with approved parking standard. Vehicles must enter and exit in forward gear.
Active travel options	Approx. 180m from Core Path Network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No

Distance to town/local centre	Approx 500m
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Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Kilmacolm
Does a proven housebuilder have an interest in the site?	Owner wishes to develop.
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	Yes

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	This is a prominent site located on the south-west side of Port Glasgow Road. Whilst there is existing development on the north-east side of the road, this site is isolated from other development on the south-west side. Development here would have an adverse impact on the sensitive green wedge character of Kilmacolm. It would also be visible from both the NW entrance to the village and from the SW part of the village. Should the site be allocated, existing landscape features such as hedgerows should be retained and reinforced to contribute to a landscape framework. Development proposals should be coherent with existing development.
Scottish Environment Protection Agency	Flood risk: None apparent Water environment: No comment
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no technical constraints to the site's development.

There are no environmental designations on the site.

The site is close to the local centre and core path network. The site has proximity to a regular public transport service.

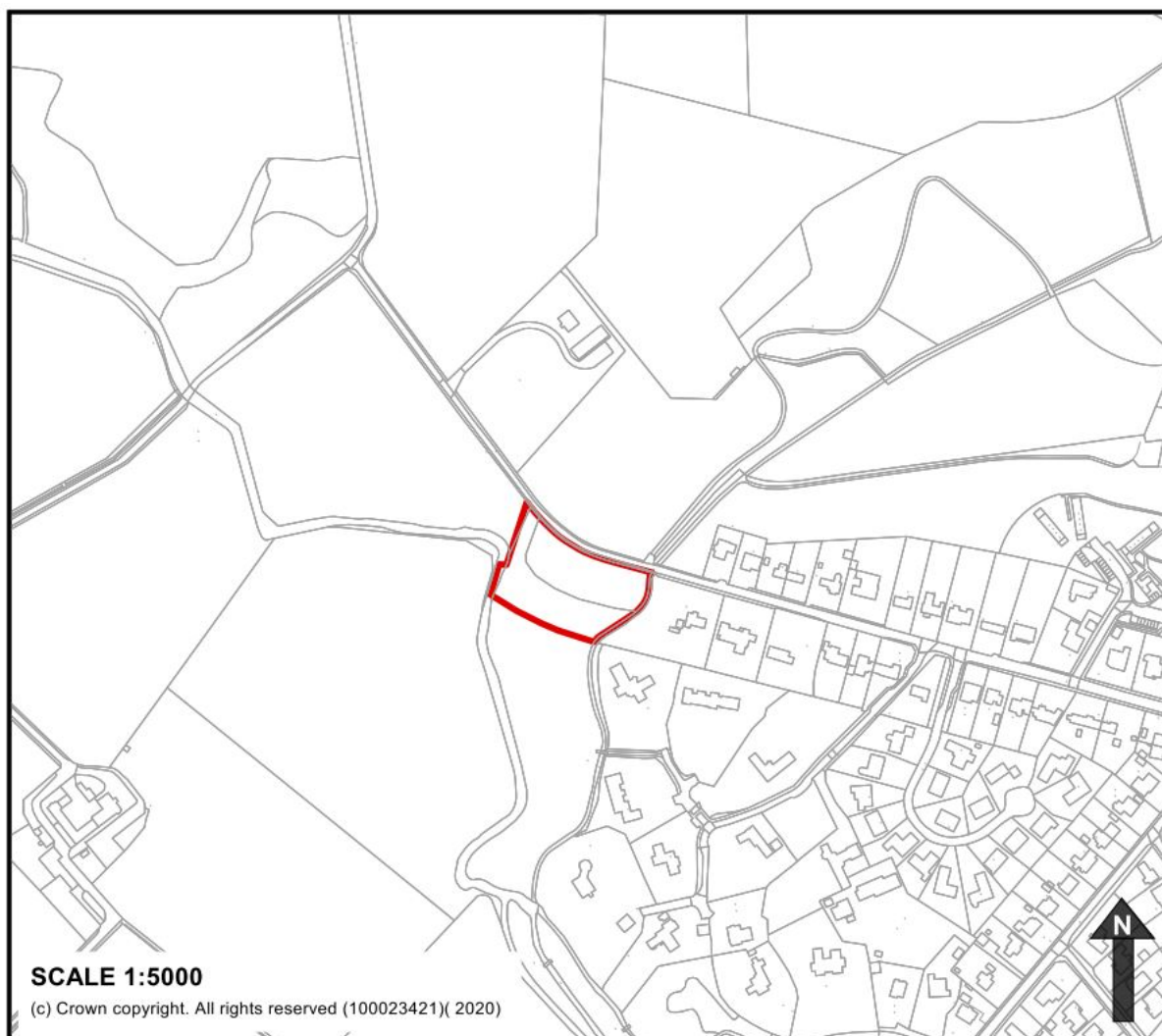
The site is in a marketable area, although the proposal is for development by the plot owner.

Development would be isolated on the southern side of Port Glasgow Road, creating pressure for further ribbon development and impacting on a characteristic green wedge and the eastern approach to the village.

The site is not included as a preferred option for housing development in the Main issues Report.

Site Details

Site name	Knockbuckle Road
Settlement	Kilmacolm
Call for Sites reference	CFS12
Site size (ha)	0.57
Current use	Wooded area
Existing LDP allocation	Green belt



Proposal

Submitted by	Knockbuckle Estates Ltd
Proposed Use	Residential
Number of houses/floorspace	2

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Majority of site within a medium/high fluvial flood risk area. Potential flood risk from watercourse through site. Surface water flood hazard identified. Potential adverse effects on minor watercourse.

Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site. Significant areas of semi-natural woodland on the site.
Climatic Factors	Likely to increase car travel and associated emissions as site not accessible to public transport provision
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	This site contributes to the gateway to Kilmacolm from the west.
Material Assets	Development of greenfield land
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Majority of site within a medium/high fluvial flood risk area. Potential flood risk from watercourse through site. Surface water flood hazard identified. Potential adverse effects on minor watercourse.

Kilmacolm/Quarriers Village LNCS Assessment Summary (2017)

Not assessed

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/a

Green Belt boundary issues

Robustness of existing boundary	Current green belt boundary is formed by small watercourse
Robustness of proposed boundary	Would be formed by road to north and River Gryffe to west. Southern boundary would need to be created.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Extend footway, lighting and 30mph zone, possible widen road over the site. Suitable visibility should be provided from access. Vehicles must enter and exit in forward gear.
Active travel options	Approx. 980m to Core Path Network
Site within 400m of bus stop	No
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	No
Site within 400m of bus stop with at least 6 buses per hour between 7am	No

and 7pm on weekdays	
Site within 800m of a rail station	No
Distance to town/local centre	Approx 1320m to Kilmacolm Local Centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Kilmacolm
Does a proven housebuilder have an interest in the site?	The call for sites submission indicates so.
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	Yes

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	This site contributes to the gateway to Kilmacolm from the west. Any development proposals should enhance the character of the gateway. Much of the site is covered by Ancient and semi-natural woodland which should be retained and incorporated into the design of the development.
Scottish Environment Protection Agency	Flood risk: A substantial part of the site may lie within the 1 in 200 year floodplain. No development should take place within this area. Minor watercourse/drain flows through allocation and potential flood risk from this source should be taken cognisance of. Flood Risk Assessment required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Water environment: No comment
Scottish Water	Comments to follow
Sportscotland	No Comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There is a risk of flooding associated with the site.

The site has woodland cover and is covered by a tree preservation order.

The site lies over 1km from local services and public transport.

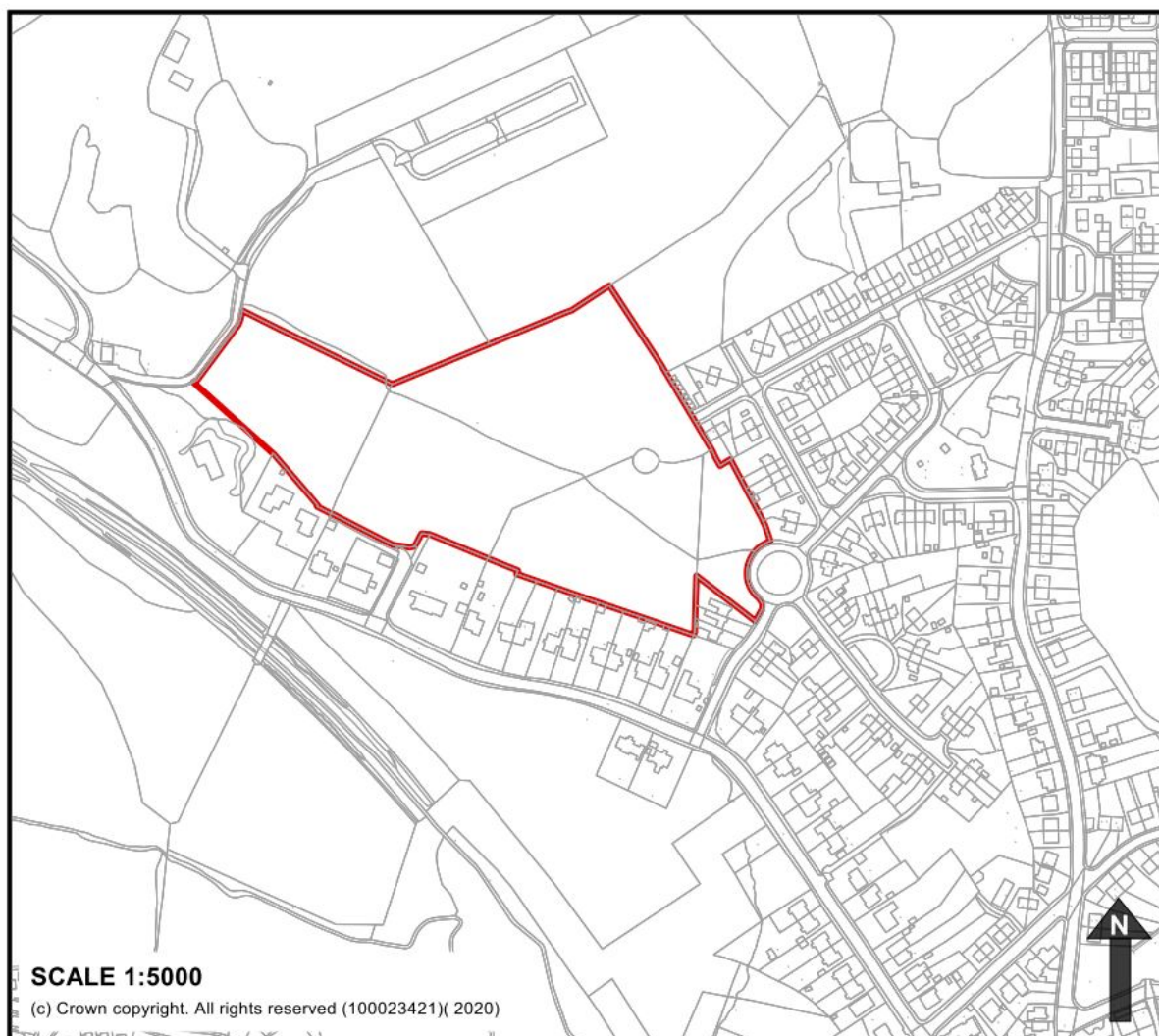
The site is in a marketable area and could be developed in the plan period.

The site would extend the village westwards breaching an existing robust green belt boundary. However, the River Gryffe would provide a boundary to further western expansion. There could, however, be pressure for southern expansion of the site.

The site is not included as a preferred option for housing development in the Main Issues Report.

Site Details

Site name	Quarry Drive
Settlement	Kilmacolm
Call for Sites reference	CFS13
Site size (ha)	5.09
Current use	Agriculture
Existing LDP allocation	Green belt



Proposal

Submitted by	Mactaggart & Mickel Homes Ltd
Proposed Use	Residential
Number of houses/floorspace	78

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Surface water flood hazard identified on small part of site.
Biodiversity, Flora and Fauna	No environmental designations within the site. There is an LNCS immediately adjacent. Areas of semi-natural woodland within site. Impact on protected species not known.
Climatic Factors	Car travel and associated emissions will be minimised as

	the site is within 400m of a bus stop with regular service provision.
Air Quality	Short term impact during construction phase, but unlikely to lead to designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	Site is discreetly located, with existing landscape features including semi-natural woodland and stone walls.
Material Assets	Greenfield development
Cultural Heritage	Not in close proximity to any designated cultural heritage assets.
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site 489m from active travel network and within an accessible distance to local services – 458m.

Kilmacolm/Quarriers Village LNCS Assessment Summary (2017)

(Relates to assessment of a larger site previously submitted)

The West Quarry site in isolation scored relatively low, in part due to a lack of fauna data. However it does have some localised features of conservation value but they occupy a small area relative to the large amounts of arable (ploughed) ground and more improved pasture within the site boundary. The large arable area in the north is of very little value for conservation but there is some interest in the relic area of (semi-improved) meadow grassland in the south east and this area has considerable potential for the restoration of a more diverse lowland meadow. Lowland meadow is a UK BAP priority habitat and its decline in the UK is well documented. Some species rich grasslands persist in Inverclyde but many are more acidic pastures and few are of the more neutral lowland type. Several relic lowland meadow species have survived, including the nationally rare and endangered greater butterfly-orchid and whorled caraway, a species with a very local distribution in Scotland. The site represents one of high potential for the restoration of a flower-rich meadow as it supports a reservoir of old grassland indicator species and the soil ecology will be more amenable to restoration contrasted with other sites used in grassland creation projects. The meadow relics along with the scrub and marshy grassland would be of value for local people who already appreciate the site and use it often.

It is proposed that a small wetland section of West Quarry is included in the proposed LNCS (at Planetreeyetts) shown on Figure 14. The potential for enhancement has not been raised at any of the other sites, however it is of some significance at this site. With restoration efforts, and longer term sympathetic management, the core areas of relic grassland, and the adjacent marshy areas, could be considered as extensions to the proposed LNCS site comprising the western side of Planetreeyetts.

Planning History

Planning Application History	IC/04/071 Proposed new residential development. Refused 7/9/04. 20/0245/IC Residential development etc. Not decided
Previous Plan - Reporters Comments	In its assessment of all the suggested sites, the council found that this greenfield land on the north-west edge of Kilmacolm would be the most appropriate to allocate for housing land. However, its allocation was not included in the proposed plan, and I have now found that there is not a requirement for additional land to be allocated for housing development in the Kilmacolm and Quarriers Village area at this time.

	<p>The use of brownfield land is generally to be preferred, but there are circumstances in which the development of some greenfield sites such as this can be necessary, and where some impact on the amenity of those currently living on the outer edge of settlements may be inevitable.</p> <p>This site lies between the houses that form a ribbon extending the village out along the Port Glasgow Road to the west, and the houses on Springwood Drive and the houses and garages at the end of Quarry Drive to the east. I am satisfied that a robust new edge to the settlement could be achieved in conjunction with its development, and thus be regarded as consolidating or rounding off the boundary of Kilmacolm. However, I also find that this rising site does retain its rural character and continues to make a positive contribution to the setting of the village. The site adjoins an area to the north-east which has now been designated as a local nature conservation site. However, subject to this area being safeguarded in the detailed layout and design, the proposed development is unlikely to result in unacceptable ecological impacts.</p> <p>Some additional affordable housing would be secured, and the residents of any new houses built here would enjoy good access to the varied facilities of Kilmacolm. As the site is under the control of a house-builder and there appear to be no infrastructure constraints or other restrictions which would prevent its development, I am satisfied that this is a site which is capable of becoming effective and delivering house completions within the plan period.</p> <p>However, in the circumstances where I have concluded that there is not a requirement to allocate additional land for housing in Kilmacolm, I have not identified any further benefits of a type or scale which would nonetheless justify allocating this greenfield site for development at this time.</p>
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Green Belt boundary issues

Robustness of existing boundary	Formed by the rear gardens of a single row of existing properties along Port Glasgow Road.
Robustness of proposed boundary	Do not relate to strong existing features. Would need to be created.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Preferred access to the site from Wateryetts Drive roundabout. To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Provide pedestrian/ cycle links to Port Glasgow Road.</p> <p>Suitable visibility should be provided at all accesses.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approx. 490m to Core Path Network
Site within 400m of bus stop	Yes

Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 490m to Kilmacolm Local Centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Kilmacolm
Does a proven housebuilder have an interest in the site?	Yes
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	It is expected that the site could deliver some housing by 2024 and remainder by 2032.

Key Agency Comments

Historic Environment Scotland	No comments
Nature.Scot	<p>We note that this site has been subject to an ecological appraisal which recommends that further survey work is carried out prior to development commencing as some existing trees have bat roost potential. We welcome the intention to incorporate biodiversity enhancement measures into the development proposal. There are some trees covered by the semi-natural woodland inventory which we recommend retaining and incorporating into the design of the development. These could contribute to enhanced habitat networks. We note that a Landscape Assessment has also been carried out. We agree that the site is discretely located, however, highlight the value of including a suitable landscape framework (reinforcing features such as the semi-natural woodland and walls).</p> <p>The site also appears to have some recreational use with informal paths. Development proposals should retain these and create a network of paths to encourage active travel.</p>
Scottish Environment Protection Agency	<p>Flood risk: A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted.</p> <p>Water environment: N/a</p>

Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site, but potential flooding would need to be investigated.

There are no environmental designations on the site, but there are trees worthy of retention and the site sits adjacent to an LNCS. The site has restoration potential for wildflower/meadow.

The site has proximity to Kilmacolm local centre and core path network. The site has proximity to a regular public transport service.

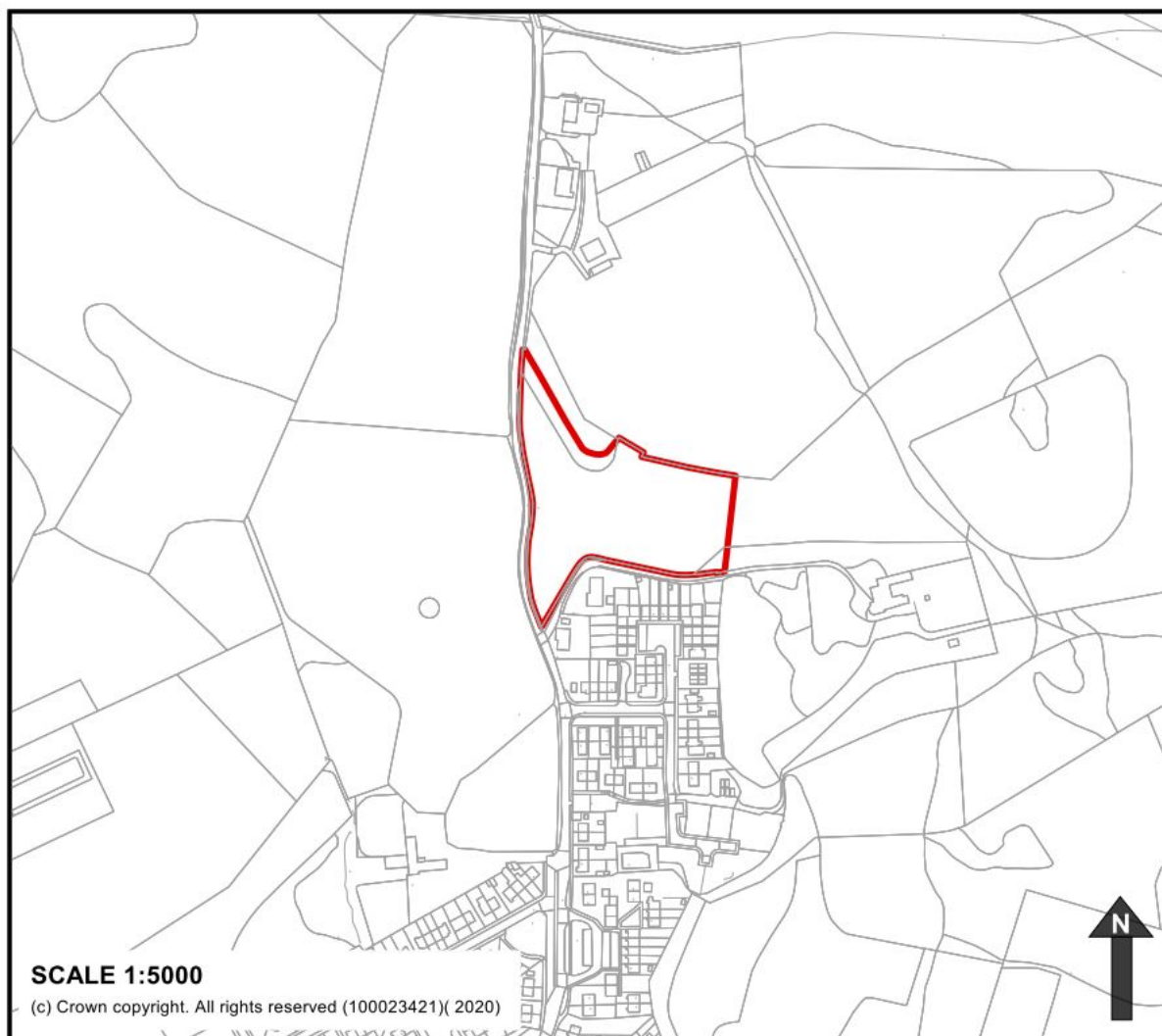
The site is in a marketable area and development could deliver housing in the period to 2024.

Development on the site could be contained within the urban form of Kilmacolm, and would have less impact on landscape setting than other options in the village. A robust green belt boundary would have to be created.

The site is included as a preferred option for housing development in the Main Issues Report.

Site Details

Site name	Migdale
Settlement	Kilmacolm
Call for Sites reference	CFS14
Site size (ha)	1.31
Current use	Agriculture
Existing LDP allocation	Green belt



Proposal

Submitted by	Named individual
Proposed Use	Residential
Number of houses/floorspace	6

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No known effects
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site. Mature trees within southern boundary.

Climatic Factors	Likely to increase car travel and associated emissions as site within 400m of a bus stop, but very limited service provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	This is an elevated, open and prominent site which helps define the current landscape setting and approach to Kilmacolm. Development likely to have adverse effects on local landscape character and the landscape setting of the village.
Material Assets	Development of greenfield land
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site 746m from active travel network and within accessible distance of local services – 812m.

Kilmacolm/Quarriers Village LNCS Assessment Summary

Migdale is a very small site on sloping ground, which is hard to score highly in isolation. It does have some indicators of relatively unimproved lowland meadow, which is now a very rare sight locally (or nationally), and there is one species record (field scabious) that is of high local significance.
Evidence of protected species

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	None

Green Belt boundary issues

Robustness of existing boundary	Northern boundary of settlement at this location is formed by a road.
Robustness of proposed boundary	To north, site would be contained to a certain extent by a landform on which there are mature trees, although this only extends along part of the boundary. Eastern boundary has been drawn to match existing eastern extent of development, but there are no strong features on the ground.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Main access from Finlaystone Road.</p> <p>To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Suitable visibility should be provided from access.</p> <p>Requires footway, street lighting and 30mph speed limit to be extended northward beyond the access point.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p>
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Active travel options	Approx. 750m to Core Path Network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	No
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx 810m to Kilmacolm Local Centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Kilmacolm
Does a proven housebuilder have an interest in the site?	No. Suggested for self build or small builder
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	Yes, although self-build/ small developer may extend the development period beyond 2024.

Key Agency Comments

Historic Environment Scotland	No comments
Nature.Scot	This site is on rising ground. It is an open and prominent site which helps define the current landscape setting and approach to Kilmacolm. Development of this site would have adverse impacts on local landscape character and would compromise the landscape setting of the existing village.
Scottish Environment Protection Agency	Flood risk: no flood risk apparent Water environment: N/a
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site. However, it is noted that it is steeply sloping.

There are no environmental designations on the site.

The site has proximity to Kilmacolm local centre and core path network. The site does not have proximity to a regular public transport service.

The site is in a marketable area and development could deliver housing in the period to 2024.

Development would have an adverse impact on the character and setting of the village. It would further extend development along the eastern side of Finlaystone Road, although it would be contained by a landform to the north, it would increase pressure for development.

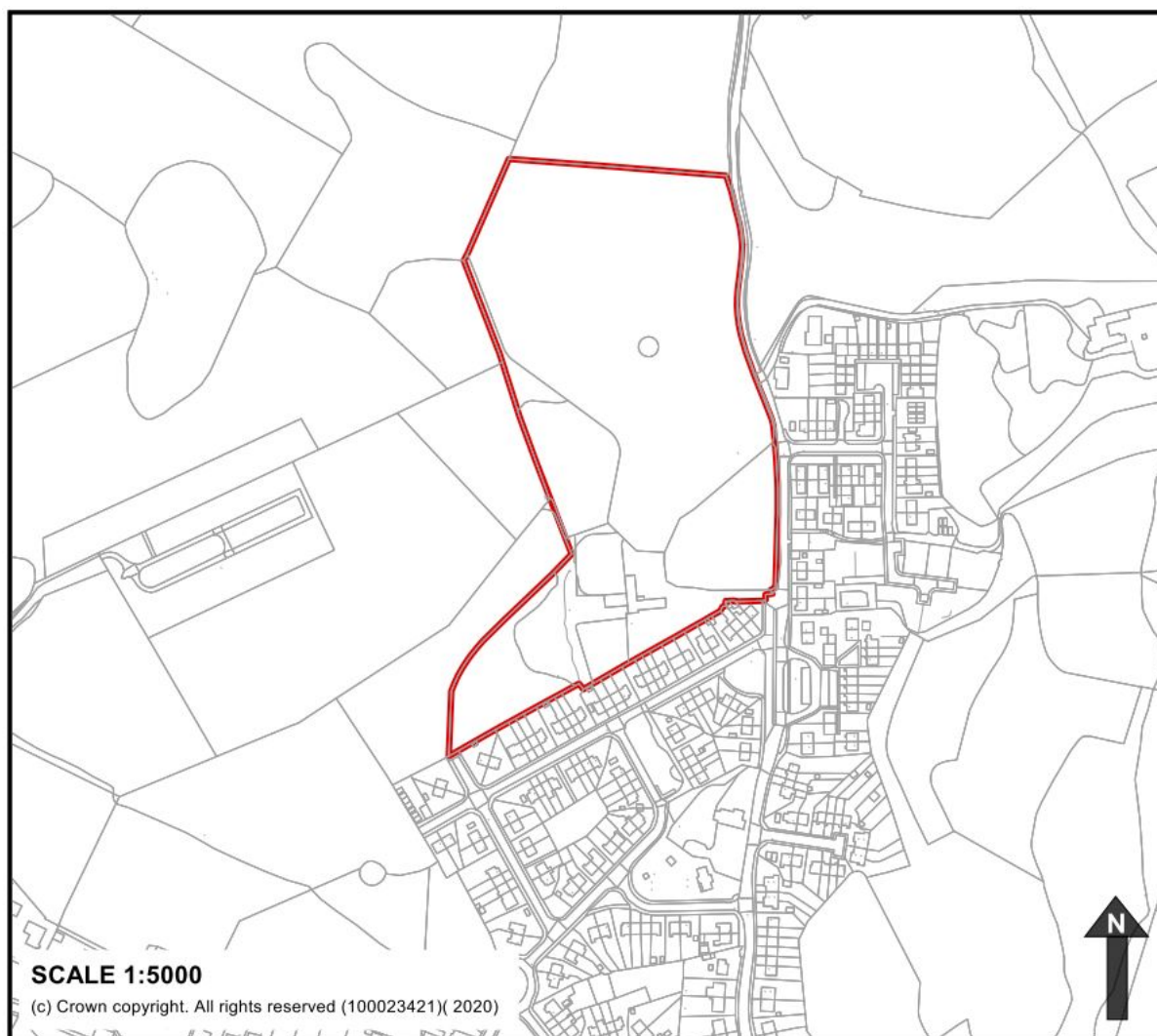
Development on the site could be contained within the urban form of Kilmacolm, and would have less impact on landscape setting than other options in the village. A robust green belt boundary would have to be created.

The site is not included as a preferred option for housing development in the Main Issues Report

N.B The final sentence of the summary previously stated, incorrectly, that CFS14 was in the Main Issues Report as a preferred option. This has now been corrected to reflect the fact that the site is not preferred in the Main Issues Report.

Site Details

Site name	Planetreeyetts
Settlement	Kilmacolm
Call for Sites reference	CFS15
Site size (ha)	6.07
Current use	Agriculture
Existing LDP allocation	Green belt



Proposal

Submitted by	Taylor Wimey (West Scotland) Ltd
Proposed Use	Residential
Number of houses/floorspace	100

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from minor watercourse through site. Surface water flood hazard identified.
Biodiversity, Flora and Fauna	Possible adverse effects on a potential Local Nature Conservation site, which has been identified in the south west part of the site. Areas

	of semi-natural woodland along some site boundaries with pockets in central areas. Impact on protected species not known.
Climatic Factors	Car travel and associated emissions will be minimized as site is within 400m of a bus stop with regular service provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield development
Landscape	Reasonably prominent, open site, which helps define the landscape setting of and characteristic approach to Kilmacolm from the north. Key views to the south are afforded over the site from Finlaystone Road. Development of the whole site would represent a significant northward expansion, which would serve to bring development out of the relatively well-contained setting which the village currently occupies, leading to adverse impacts on the local landscape character, setting of, and approach to the existing village. There might be some landscape capacity in the southern part of the site, which is lower lying and more clearly relates to the existing settlement
Material Assets	Greenfield development
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site is 591m from the active travel network and within an accessible distance of local services – 656m.

Kilmacolm/Quarriers Village LNCS Assessment Summary

Planetreeyetts includes a large low diversity, horse grazed pasture field along its eastern half, and the immediate land by the buildings is of low interest; these can be excluded from any site designation. However the marsh along its western boundary has considerable interest. This marsh is contiguous with a marshy strip (with some scrub and grassland) surveyed as part of the West Quarry site. The Planetreeyetts and West Quarry sites are closely linked and to some extent complicated by adjacent contiguous land (broad strip field) that is not included within either site boundary (but is target noted), but is integral to assessing the nature conservation interest at both sites.

This mire adjacent to the site ('Spring Mire') is of very high quality, and part of a suite of such mires that are a feature of this part of the old county of Renfrewshire (e.g. Glen Moss, Shovelboard, Lawfield Dam and Dargarvel Glen – most of which are designated as SSSIs). It is a basin mire and when combined with the marshes included in parts of both of the two contiguous survey sites constitutes a site worthy of designation as an LNCS. The marshy strip extends slightly into a 'broad strip field' that is excluded from both surveys. At the western end of this strip field is a flushed slope of high diversity, but it is isolated by improved and poached pasture in the middle section of the field. It is recommended that the wetland areas have LNCS designation and the proposed site is shown on Figure 14.

Planning History

Planning Application History	18/0322/IC – Proposed residential development of circa 100 units etc. Not decided.
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Previous Plan - Reporters Comments	<p>This large greenfield site is on the northern edge of Kilmacolm. It lies on the west side of Finlaystone Road. It extends from the rear of the houses on the north side of Quarry Drive, and the nearby farm buildings, to beyond the present edge of the built up area on the east side of Finlaystone Road.</p> <p>The site forms rising land at the upper edge of the village. It comprises prominent open farmland that I consider provides an important part of the setting of Kilmacolm. The settlement boundary here is not inappropriate at present. I find that development on the northern half of the site would represent a particularly significant extension of the built-up area into open countryside.</p> <p>Part of the site towards its south-west edge has been identified as comprising valuable wetland habitat. This now forms part of a new local nature conservation site which has been identified on the proposals map, and is therefore now protected under Policy 33. However this would not preclude the development of housing elsewhere on the site, subject to adequate safeguards.</p> <p>Development of this site would require the widening of Finlaystone Road, particularly along its northern edge where it is of single track width. Potential flooding issues would also have to be addressed, but otherwise I have not identified other infrastructure or technical constraints which would preclude its development.</p> <p>Being mainly within one kilometre of the centre of Kilmacolm, residents here would enjoy good access to the facilities and amenities of the village. Application of Policy 18 would ensure that 25% of the total number of houses would be for affordable housing. The land is under the control of a major house-building company, and I am satisfied that the site is capable of becoming effective and delivering house completions within the plan period.</p> <p>Overall, I do not consider that allocating this greenfield site for housing development in this plan would be justified, particularly in light of my conclusion at Issue 5, that there is no requirement at this time for any additional land to be allocated in the Kilmacolm and Quarriers Village part of Inverclyde.</p>
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Green Belt boundary issues

Robustness of existing boundary	Northern settlement boundary of Kilmacolm at this location is currently defined by rear garden boundaries of houses on Quarry Drive.
Robustness of proposed boundary	To be created, or hedges and field enclosures.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Access to the site from Finlaystone Road.</p> <p>To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Provide pedestrian/ cycle links to Finlaystone Road. Link to Quarry Drive would be desirable.</p> <p>Suitable visibility should be provided at all accesses.</p> <p>Requires footway, street lighting and 30mph speed limit to be extended northward beyond the access point.</p> <p>Parking should be provided in accordance with approved parking standard.</p>
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	Development should include measures to reduce vehicle speeds within the site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	Approx. 590m to Core Path Network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx 660m to Kilmacolm Local Centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Kilmacolm
Does a proven housebuilder have an interest in the site?	Yes
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	It is expected that the site could deliver some housing by 2024 and remainder by 2032.

Key Agency Comments

Historic Environment Scotland	No comments
Nature.Scot	This is a reasonably prominent, open site, which helps define the landscape setting of and characteristic approach to Kilmacolm from the north. Key views to the south are afforded over the site from Finlaystone Road. Development of the whole of this site would represent a significant northward expansion, which would serve to bring development out of the relatively well-contained setting which the village currently

	<p>occupies, leading to adverse impacts on the local landscape character, setting of, and approach to the existing village.</p> <p>There might be some landscape capacity in the southern part of the site, which is lower lying and more clearly relates to the existing settlement. Further more detailed study would be required to identify capacity and necessary siting, design, and mitigation measures. Areas of semi-natural woodland should be retained and incorporated into the design of the development, contributing to the landscape framework.</p>
Scottish Environment Protection Agency	<p>Flood risk: Minor watercourse/drain flows through allocation and potential flood risk from this source should be taken cognisance of. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted.</p> <p>Water environment: N/a</p>
Scottish Water	Comments to follow
Sportscotland	No comments
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site. Road/footway widening/provision would be required on Finlaystone Road, and potential flooding would need to be investigated.

An LNCS extends onto the western part of the site and adjoins much of the western boundary.

The site has proximity to Kilmacolm local centre and core path network. The site has proximity to a regular public transport service.

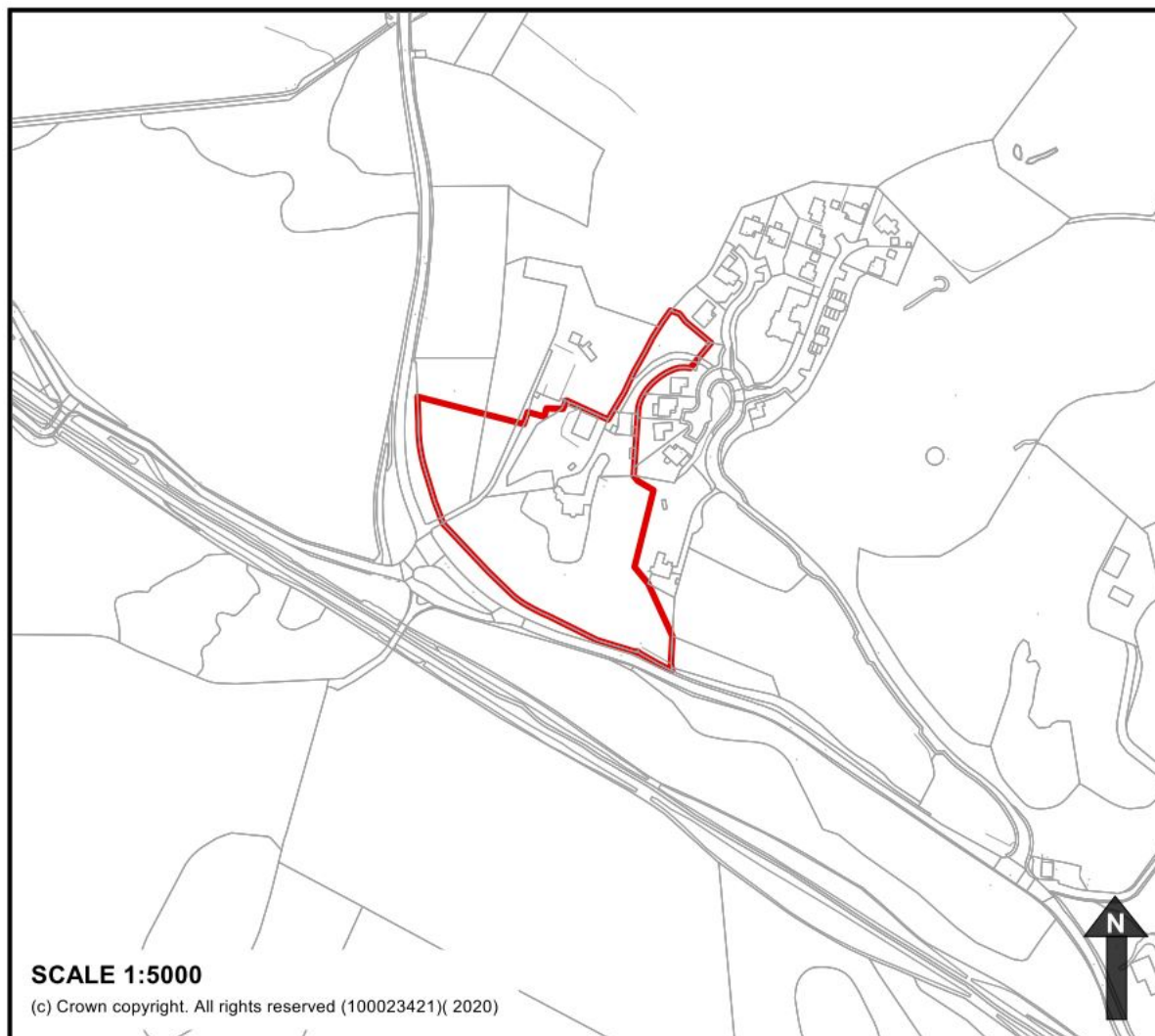
The site is in a marketable area and development could deliver housing in the period to 2024 and beyond.

Development would impact on the character and setting of the village. It would extend the existing well-contained village northwards and would not be contained by features that would form a robust settlement boundary, unless these are to be created.

The site is included as a preferred option for housing development in the Main Issues Report.

Site Details

Site name	Stables Wood
Settlement	Kilmacolm
Call for Sites reference	CFS16
Site size (ha)	2.21
Current use	Garden ground/woodland
Existing LDP allocation	Green belt



Proposal

Submitted by	Named individual
Proposed Use	Residential
Number of houses/floorspace	5

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No known effects
Biodiversity, Flora and Fauna	The site is partly covered by an LNCS. Development would have significant adverse effects on semi-natural woodland, which covers the majority of the site.

Climatic Factors	Likely to increase car travel and associated emissions as site not accessible to public transport provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	Development would have significant adverse effects on local landscape character through the removal of the semi-natural woodland which covers the majority of the site.
Material Assets	Development of greenfield land
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site 289m from active travel network and within accessible distance of local services – 1156m.

Kilmacolm/Quarriers Village LNCS Assessment Summary (2017)

Stables Wood is small and somewhat mixed site, but with little evidence of it being old woodland. In isolation it does not merit consideration, but it is contiguous with woodlands linked to the Auchenbothie Wood LNCS. There is good bat foraging habitat and potential roost trees. Therefore there is potential for retention of parts and sympathetic woodland management during any developments. It is proposed it becomes part of the existing Auchenbothie Burn/Windmill Wood/Auchenbothie Wood LNCS. It is also proposed that the adjacent Craigmarloch Marsh is included within this boundary. This sedge bed, rushy area and marshy fields have breeding Water Rail, Reed Bunting, Sedge Warbler, Grasshopper Warbler and Lapwing. When flooded in winter Whooper Swans and other wildfowl have been recorded using it. The proposed LNCS boundary is shown on Figure 13.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/a

Green Belt boundary issues

Robustness of existing boundary	Not applicable. Site sits within green belt, some distance from existing green belt/settlement boundary.
Robustness of proposed boundary	If developed site would remain within the green belt.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	No access to be taken from Port Glasgow Road. Preferred access from Auchenbothie Gardens. To be designed in accordance with DMRB and National Roads Development Guide. Provide pedestrian link to Auchenbothie Gardens. Suitable visibility should be provided at all accesses. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site.
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	Self-certified flood risk assessment required in accordance with policy.
Active travel options	Approx. 290m from Core Path Network
Site within 400m of bus stop	No
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	No
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx 1160m from Kilmacolm Local Centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Kilmacolm over 1km away
Does a proven housebuilder have an interest in the site?	No
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	Submission indicates available for immediate progress

Key Agency Comments

Historic Environment Scotland	No comments
Nature.Scot	The majority of this site is covered by semi-natural woodland. Removal of the woodland would have an adverse impact on the local landscape character and setting.
Scottish Environment Protection Agency	Flood risk: No flood risk apparent Water environment: The location is at the edge of the sewer catchment, connection to public foul sewer should be required
Scottish Water	Comments to follow.
Sportscotland	No comment

Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are not known to be any significant technical constraints on the development of the site, although connection to the public sewer should be investigated.

The site is covered in part by and LNCS and is woodland.

The site is over 1km from Kilmacolm Local Centre. The site does not have proximity to a regular public transport service.

It is in a marketable area and of a size that could be developed within the Plan period.

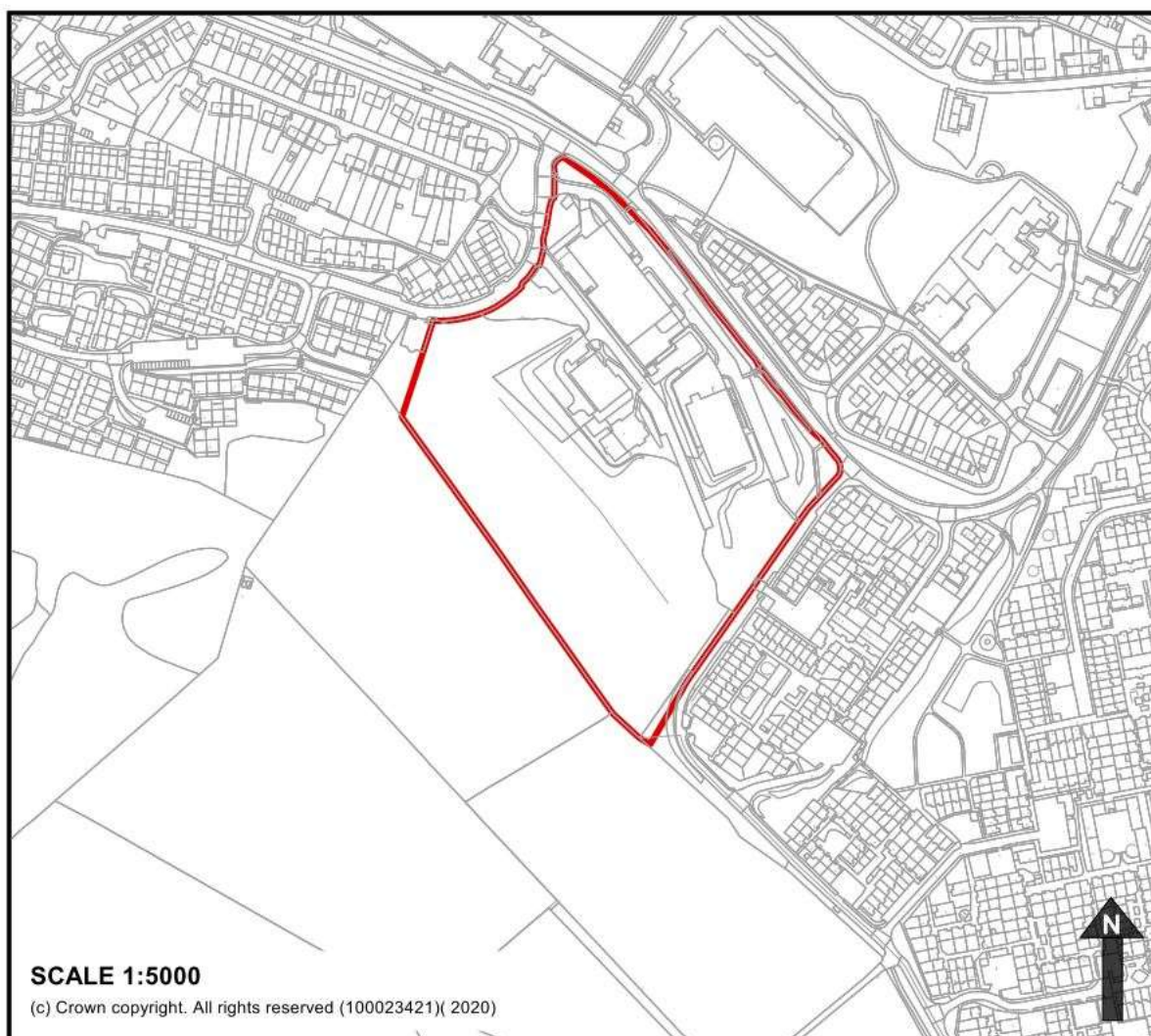
The site is detached from the built up area, would introduce isolated development in the green belt and impact on the landscape through tree loss

Development at Stables Wood would be isolated from the main Kilmacolm settlement and, by adjoining the Auchenbothie development, would contribute to a significant cluster of development at this location, all of which would be isolated from the main services available in Kilmacolm.

The site is therefore not included as a housing development opportunity in the Proposed Local Development Plan.

Site Details

Site name	Port Glasgow Industrial Estate - South
Settlement	Port Glasgow
Call for Sites reference	CFS18
Site size (ha)	6.29
Current use	Business and Industry within northern part of site. Southern part is greenfield land in the greenbelt.
Existing LDP allocation	Safeguarded business and industrial area (25e)



Proposal

Submitted by	Geddes Consulting on behalf of various parties
Proposed Use	Residential
Number of houses/floorspace	150-200

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from possible culverted watercourse through site.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site. Potential for adverse effect on small pockets of semi-natural woodland in south-east corner.

Climatic Factors	Car travel and associated emissions will be minimized as site within 400m of a bus stop with regular service provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of mixed greenfield/brownfield site. Potentially contaminated site.
Landscape	Potential for adverse effects as site is steeply sloping. Careful siting and design required.
Material Assets	Development of mixed greenfield/brownfield site
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site 285m from active travel network and within accessible distance of local services – 583m.

Planning History

Planning Application History	No recent planning history
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	Boundary currently delineated by the extent of built development.
Robustness of proposed boundary	The new greenbelt boundary would be located on open, sloping agricultural land. Robust landscaping required.

Transportation and Accessibility Assessment

Comments from Council's Roads Service	<p>Main access from Dubbs Road and potential new section of road linking Montrose Avenue and Muirdykes Avenue.</p> <p>To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Provide pedestrian links to neighbouring residential estates.</p> <p>Provide cycle links through the development from Devol to the N75 Cycle Route.</p> <p>Suitable visibility should be provided at all accesses.</p> <p>Footway to be provided along frontage of development site on Dubbs Road, Montrose Avenue and Muirdykes Avenue.</p> <p>Provide pedestrian links to bus stops on Dubbs Road, Montrose Avenue and Muirdykes Avenue.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approx. 290m to Core Path Network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at	Yes

least 1 bus per hour between 7am and 7pm on weekdays	
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 580m to Dubbs Road Local Centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Port Glasgow
Does a proven housebuilder have an interest in the site?	None identified in submission
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	There could be limited development in the masterplan area before 2024, but majority of units would be programmed for 2024-2032 period.

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	The site appears to be steeply sloping and so siting and design should be carefully considered. Small pockets of semi-natural woodland in south-east corner which should be retained and incorporated into the development design.
Scottish Environment Protection Agency	Flood Risk: A potentially culverted watercourse could flow through part of the site which could represent a potential flood risk. No built development should be proposed over the culvert. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. Water Environment: No comment
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the site's development. An existing culvert and levels would need to be accommodated.

There are environmental designations affecting the site.

The site has proximity to a regular public transport service.

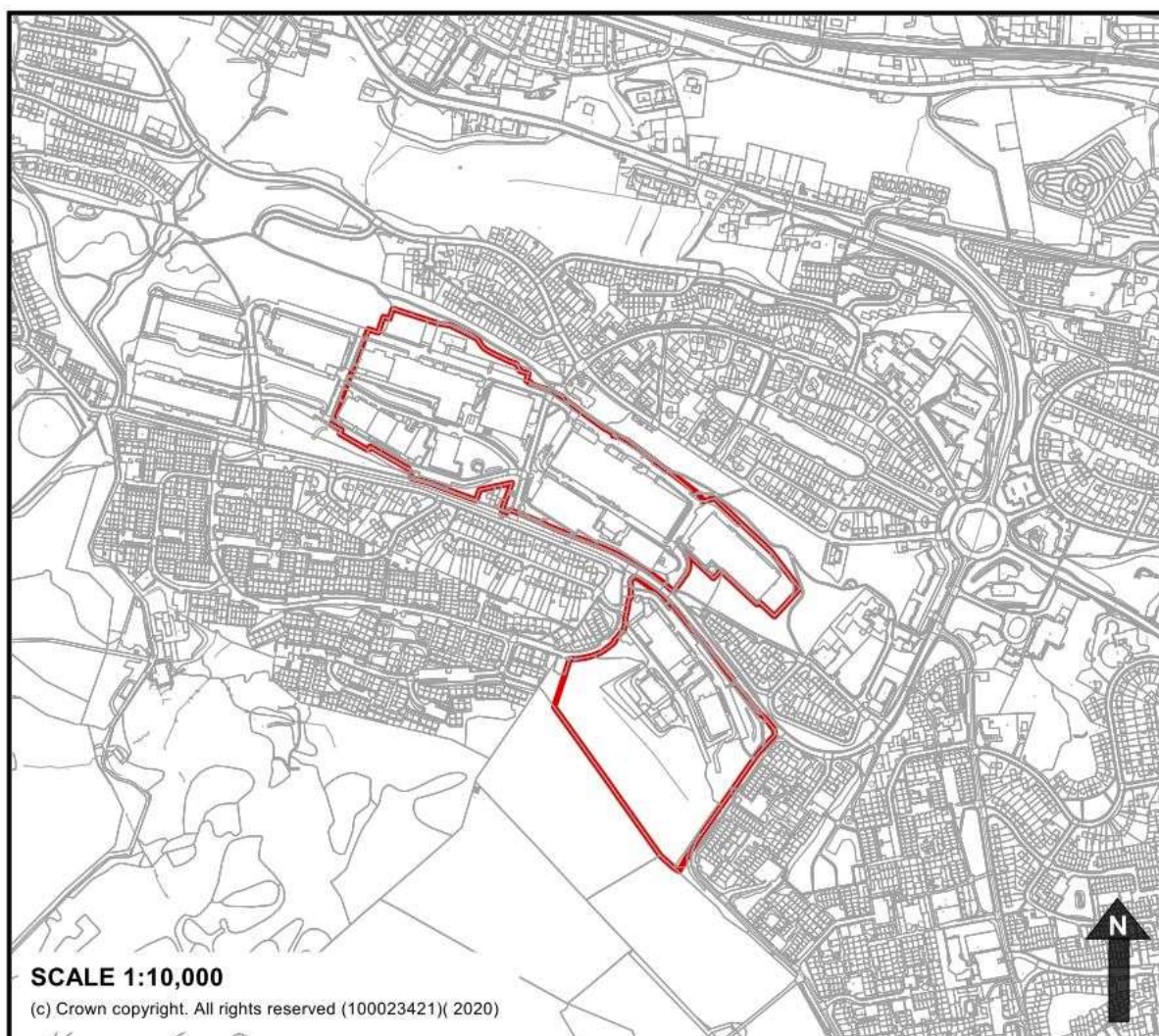
The site is in area considered by Homes for Scotland to have a poor market. The masterplan approach will help to address this, but delivery before 2024 will be limited.

Much of the site is within the urban area on previously developed land. The greenfield area will strengthen the urban form at this area, and with structural planting will not lead to pressure for further development in the green belt.

The site is included as a preferred option in the Main Issues Report as part of the Port Glasgow Industrial Estate Priority Place.

Site Details

Site name	Port Glasgow Industrial Estate
Settlement	Port Glasgow
Call for Sites reference	CFS19
Site size (ha)	16.40
Current use	Business and Industry
Existing LDP allocation	Part residential area, part safeguarded business and industrial area (25e)



Proposal

Submitted by	Geddes Consultation on behalf of various parties
Proposed Use	Mixed use masterplan led development (includes residential)
Number of houses/floorspace	Not identified

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from possible culverted watercourse through site. Surface water Flood Hazard

Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site. Potential for adverse effect on small pockets of semi-natural woodland within south-east corner.
Climatic Factors	Car travel and associated emissions will be minimized as site within 400m of a bus stop with regular service provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of a brownfield/greenfield land. Potentially contaminated site.
Landscape	Potential for adverse effects as south east part of site is steeply sloping. A comprehensive masterplan led redevelopment of this site is likely to have a positive effect on the local urban landscape.
Material Assets	Development of a brownfield/greenfield land
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Potential adverse effects on area of open space in the north west part of site, but development would be required to provide new green infrastructure provision, including open space. Opportunities to link with adjacent active travel network. Site within an accessible distance of local services – 583m.

Planning History

Planning Application History	No recent planning history
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	Boundary currently delineated by the extent of built development.
Robustness of proposed boundary	The new greenbelt boundary would be located on open, sloping agricultural land. Robust landscaping required.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Main access from Dubbs Road using existing junctions with Knocknair Street and Gareloch Road.</p> <p>Main access from Dubbs Road and potential new section of road linking Montrose Avenue and Muirdykes Avenue.</p> <p>To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Provide pedestrian links to neighbouring residential estates.</p> <p>Provide cycle links through the development from Devol to the N75 Cycle Route.</p> <p>Suitable visibility should be provided at all accesses.</p> <p>Provide pedestrian links to bus stops on Dubbs Road, Boglestone Avenue and Ardmore Road to be provided.</p> <p>Provide pedestrian links to bus stops on Dubbs Road, Bogleston Avenue and Ardmore Road to be provided.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approx. 290m to Core Path Network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 580m to Dubbs Road Local Centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Port Glasgow
Does a proven housebuilder have an interest in the site?	None identified in submission
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).

If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	There could be limited development in the masterplan area before 2024, but majority of units would be programmed for 2024-2032 period.
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Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	No comment
Scottish Environment Protection Agency	<p>Flood Risk : A minor watercourse flows along the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted.</p> <p>Water Environment: No comment</p>
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the site's development. Potential flood risk would need to be investigated.

There are environmental designations affecting the site.

The site has proximity to a regular public transport service.

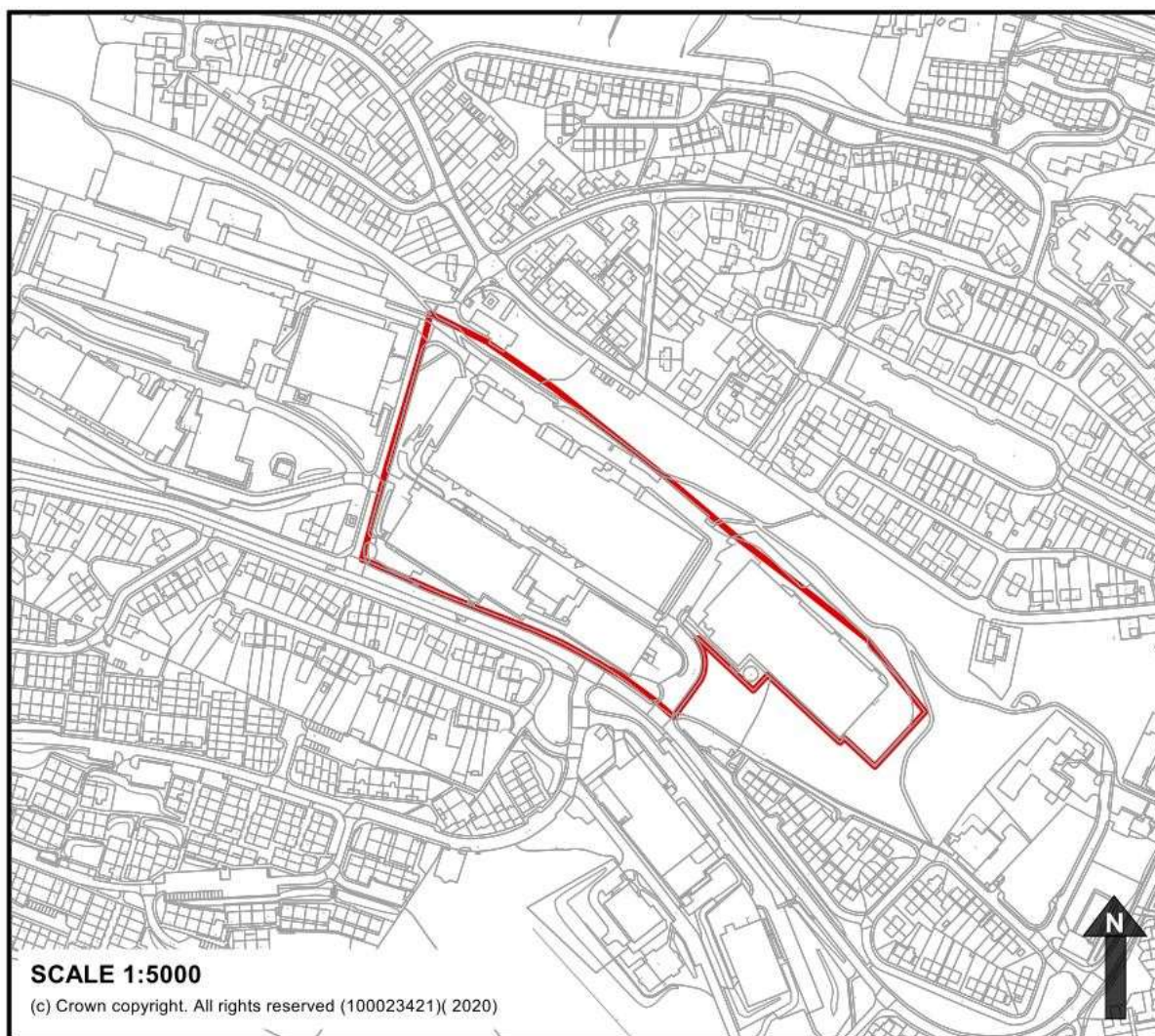
The site is in area considered by Homes for Scotland to have a poor market. The masterplan approach will help to address this, but delivery before 2024 will be limited.

Much of the site is within the urban area on previously developed land. The greenfield area will strengthen the urban form at this area, and with structural planting will not lead to pressure for further development in the green belt.

The site is included as a preferred option in the Main Issues Report as part of the Port Glasgow Industrial Estate Priority Place.

Site Details

Site name	Port Glasgow Industrial Estate - North
Settlement	Port Glasgow
Call for Sites reference	CFS20
Site size (ha)	4.92
Current use	Business and Industry
Existing LDP allocation	Residential area



Proposal

Submitted by	Geddes Consulting on behalf of various parties
Proposed Use	Residential
Number of houses/floorspace	200 homes

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Surface water flood hazard identified on part of site.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site.
Climatic Factors	Car travel and associated emissions will be minimized as site within 400m of a bus stop with regular service provision.

Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Redevelopment of a brownfield site. Potentially contaminated site.
Landscape	Redevelopment of the vacant/derelict buildings on this site is likely to have a positive effect on the local urban landscape.
Material Assets	Redevelopment of a brownfield site
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Opportunities to link with adjacent active travel network. Site within an accessible distance of local services – 583m.

Planning History

Planning Application History	No recent history
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Main access from Dubbs Road using existing junctions with Knocknair Street and Gareloch Road. To be designed in accordance with DMRB and National Roads Development Guide. Provide pedestrian links to neighbouring residential estates of Devol and Boglestone. Provide cycle links through the development to the N75 Cycle Route. Suitable visibility should be provided at all accesses.</p> <p>Provide pedestrian links to bus stops on Dubbs Road, Boglestone Avenue and Ardmore Road to be provided. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approx. 290m from active travel network
Site within 400m of bus stop	Yes

Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 580 from Dubbs Road Local Centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Port Glasgow
Does a proven housebuilder have an interest in the site?	None identified in submission
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	There could be limited development in the masterplan area before 2024, but majority of units would be programmed for 2024-2032 period.

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	No comment
Scottish Environment Protection Agency	Flood Risk: A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Water Environment: No comment
Scottish Water	Comments to follow.
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the site's development. Potential flood risk would need to be investigated.

There are environmental designations affecting the site.

The site has proximity to a regular public transport service.

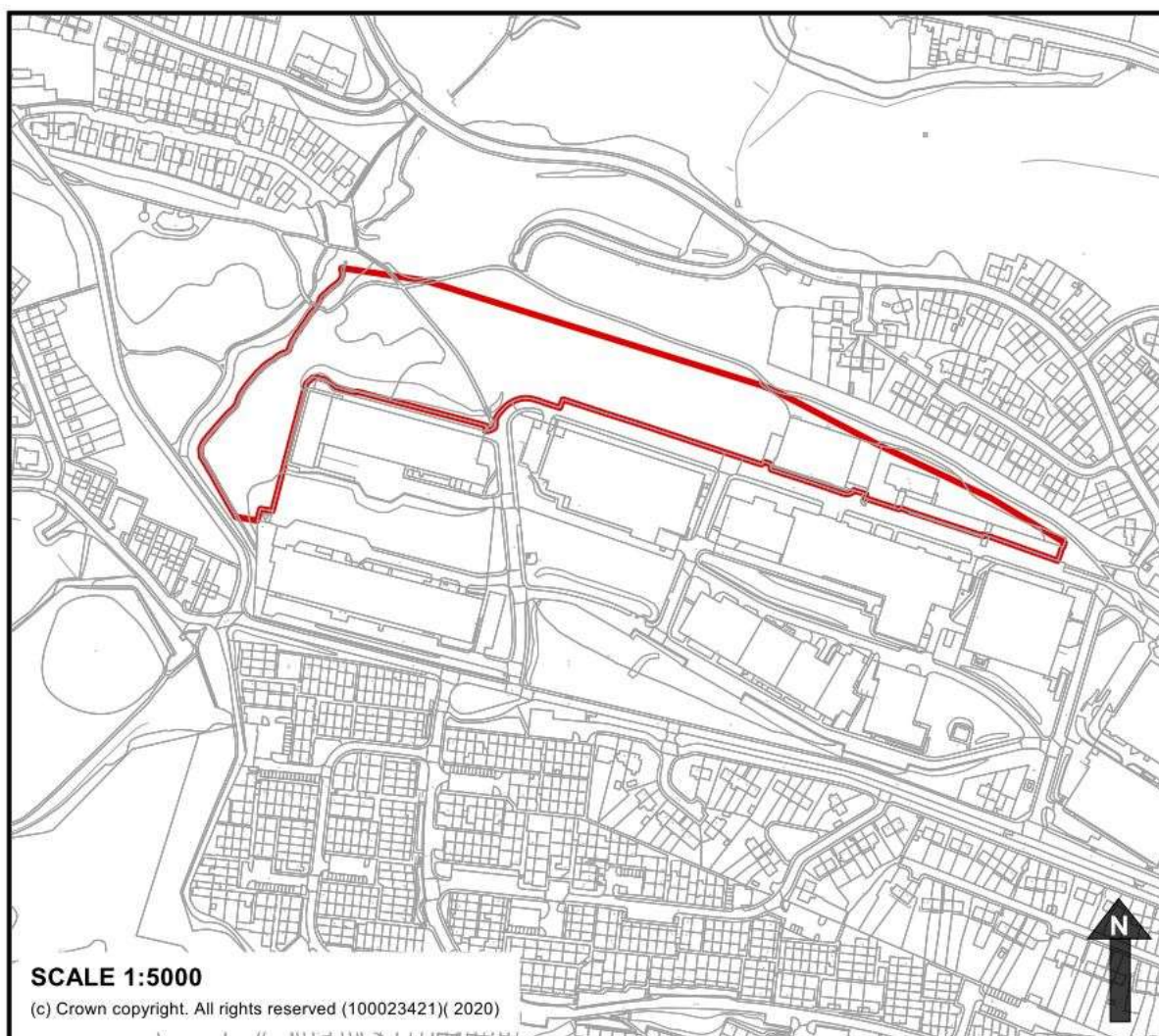
The site is in area considered by Homes for Scotland to have a poor market. The masterplan approach will help to address this, but delivery before 2024 will be limited.

The site is within the urban area.

The site is included as a preferred option in the Main Issues Report as part of the Port Glasgow Industrial Estate Priority Place.

Site Details

Site name	Port Glasgow Industrial Estate - West
Settlement	Port Glasgow
Call for Sites reference	CFS21
Site size (ha)	3.40
Current use	Approx. 20% business/ 80% open space
Existing LDP allocation	Approx. 20% safeguarded for business and industry (25e), 80% open space



Proposal

Submitted by	Geddes Consulting
Proposed Use	Residential
Number of houses/floorspace	100 homes

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from possible culverted watercourse through site. Surface water Flood Hazard identified.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site. Impact on protected species not known.

Climatic Factors	Car travel and associated emissions will be minimized as site within 400m of a bus stop with regular service provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield/brownfield land. Potentially contaminated site.
Landscape	Potential for adverse effects as part of site is open and steeply sloping.
Material Assets	Redevelopment of greenfield/brownfield site
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	While development would result in the loss of open space identified and safeguarded in current LDP, this this could be off-set by the requirement for new open space elsewhere in the masterplan site. Opportunities to link with adjacent active travel network. Site within an accessible distance of local services – 583m.

Planning History

Planning Application History	No recent history
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comments from Council's Roads Service	<p>Main access from Dubbs Road using existing junctions with Knocknair Street and Gareloch Road.</p> <p>To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Provide pedestrian links to neighbouring residential estates of Devol and Boglestone.</p> <p>Provide cycle links through the development to the N75 Cycle Route and provide diversion of the route if required where it enters the site boundary or incorporate existing route within the site.</p> <p>Suitable visibility should be provided at all accesses.</p> <p>Provide pedestrian links to bus stops on Dubbs Road, Boglestone Avenue and Ardmore Road to be provided.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approx. 280m from the active travel network

Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 580m from Dubbs Road local centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Port Glasgow
Does a proven housebuilder have an interest in the site?	None identified in the submission
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	There could be limited development in the masterplan area before 2024, but majority of units would be programmed for 2024-2032 period.

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	No comment
Scottish Environment Protection Agency	<p>Flood Risk: A minor watercourse flows along the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted.</p> <p>Water Environment: No comment</p>
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.

Transport Scotland	No comment
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Summary and conclusion

There are no known technical constraints to the site's development. Potential flood risk would need to be investigated.

There are environmental designations affecting the site.

The site has proximity to a regular public transport service.

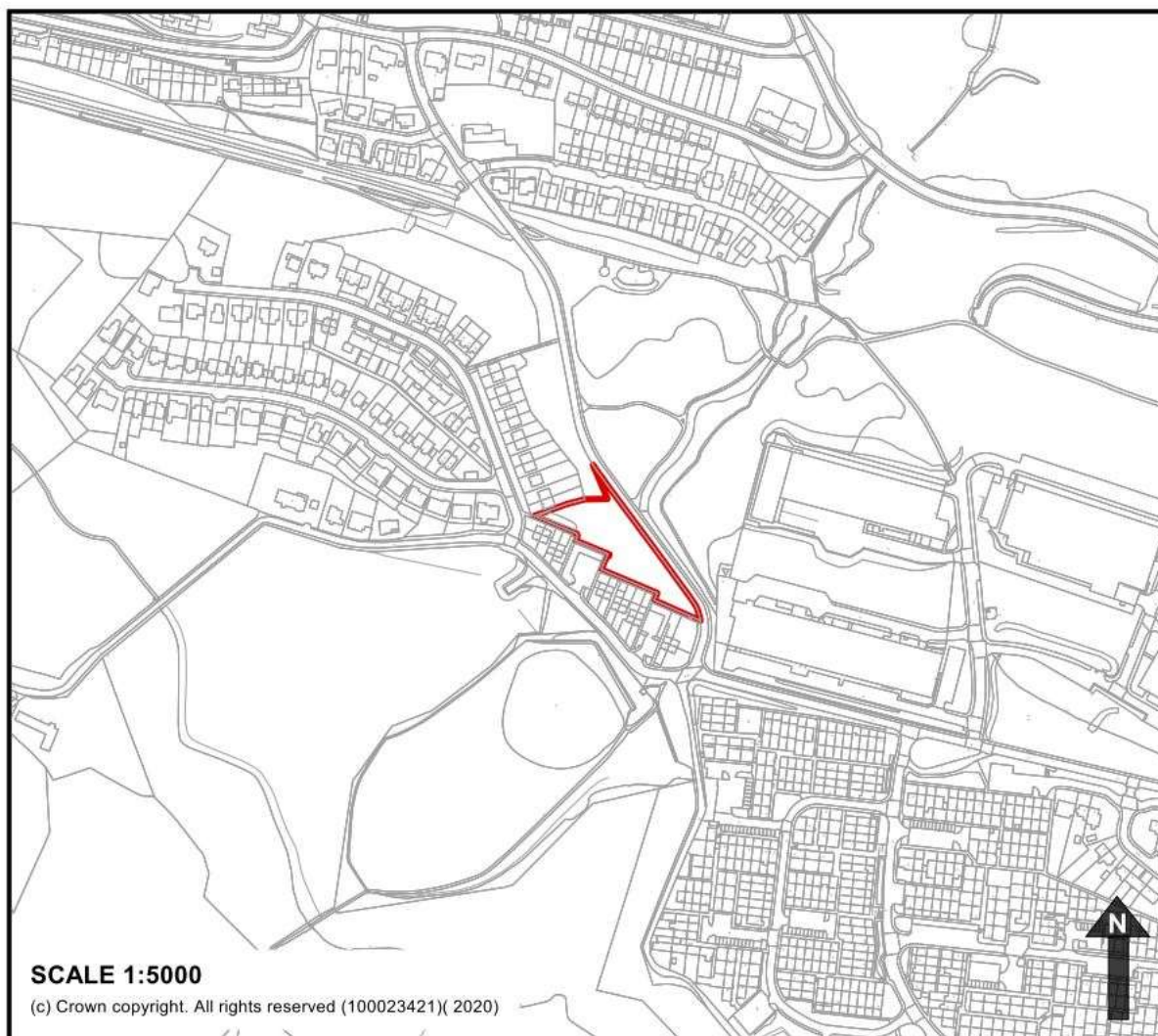
The site is in area considered by Homes for Scotland to have a poor market. The masterplan approach will help to address this, but delivery before 2024 will be limited.

The site is contained within the urban area.

The site is included as a preferred option in the Main Issues Report as part of the Port Glasgow Industrial Estate Priority Place.

Site Details

Site name	Barr's Brae (south)
Settlement	Port Glasgow
Call for Sites reference	CFS22
Site size (ha)	0.33
Current use	Vacant Land
Existing LDP allocation	Residential Area



Proposal

Submitted by	DM Hall
Proposed Use	Residential
Number of houses/floorspace	8 houses

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from watercourse along site boundary. Surface water flood hazard identified on small part of site
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to site. Impact on protected species not known.

Climatic Factors	Car travel and associated emissions will be minimised as the site is within 400m of a bus stop with regular service provision.
Air Quality	Short term adverse impact during construction phase, but unlikely to lead to the designation of an AQMA.
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	Site is open and steeply sloping. Careful siting and design required to minimize potential adverse effects.
Material Assets	Greenfield development
Cultural Heritage	Not in close proximity to any designated cultural heritage assets.
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Opportunities to link with adjacent core path network. Site within an accessible distance to local services – 720m.

Planning History

Planning Application History	2011 Planning permission for 8 houses-Ref:11/0074/IC
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Suitable access and visibility should be provided. No direct access to individual properties from Barrs Brae. To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy. Site is steep and may not be able to achieve suitable access to higher section of the site.</p>
Active travel options	Adjacent to active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour	Yes

between 7am and 7pm on weekdays	
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 720m from Port Glasgow town centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Port Glasgow
Does a proven housebuilder have an interest in the site?	No
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	No

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	The site is an open, steeply sloping and challenging site: siting, design, and mitigation measures should be further considered and usefully set out in a development brief.
Scottish Environment Protection Agency	Flood Risk: A minor watercourse flows along the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Water Environment: No comment
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

The sloping nature of the site may make it difficult to develop. Potential flooding issues would need to be investigated.

There are no environmental designations affecting the site.

The site has proximity to a regular public transport service.

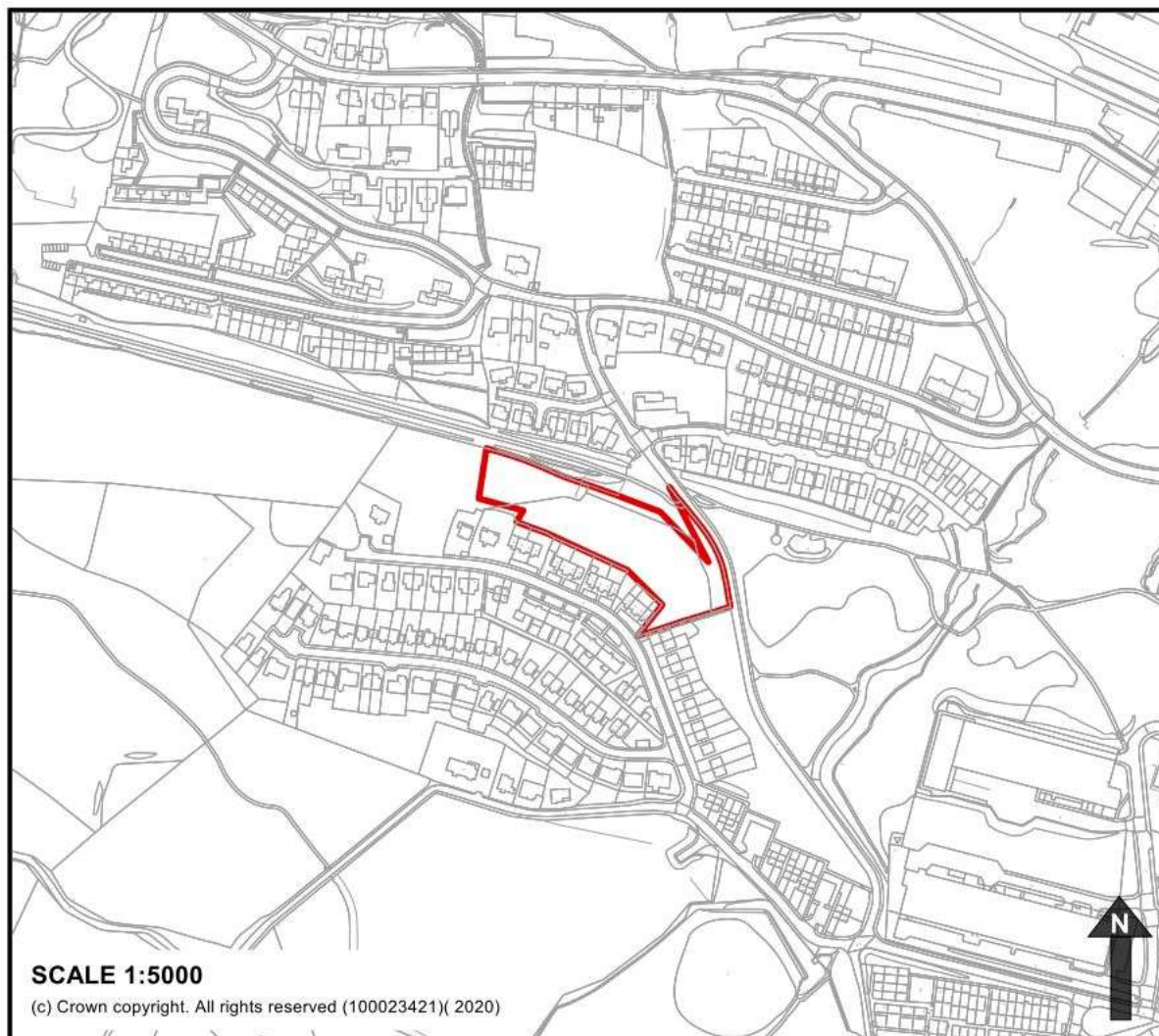
The site is in area considered by Homes for Scotland to have a poor market.

The site is within the urban area, but sloping nature of site could make it highly visible.

The site is not included as a preferred option in the Main Issues Report.

Site Details

Site name	Barr's Brae (north)
Settlement	Port Glasgow
Call for Sites reference	CFS23
Site size (ha)	0.85
Current use	Open space
Existing LDP allocation	Open space



Proposal

Submitted by	DM Hall
Proposed Use	Residential
Number of houses/floorspace	14 houses

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from possible culverted watercourse through site. Surface water flood hazard identified
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to site. Proposal likely to result in the loss of a significant area of native woodland, which covers approx. 50% of the site and contributes to

	an established habitat corridor/green network. Impact on protected species not known.
Climatic Factors	Car travel and associated emissions will be minimised as the site is within 400m of a bus stop with regular service provision.
Air Quality	Short term adverse impact during construction phase, but unlikely to lead to the designation of an AQMA.
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	Significant adverse impacts on local landscape character as the site is steeply sloping and development would remove woodland which provides landscape setting.
Material Assets	Greenfield development
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would result in the loss of existing valuable open space, as identified and safeguarded in the current LDP. This loss would not be off-set by a contribution to new open space provision. Opportunities to link with adjacent core path and NCN75 network. Site within an accessible distance to local services – 556m.

Planning History

Planning Application History	Planning application for 14 houses refused in 2013 (Ref: 13/0038/IC)
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	N/a
Robustness of proposed boundary	N/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Suitable access and visibility should be provided. No direct access to individual properties from Barrs Brae. To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p> <p>Site is steep and may not be able to achieve suitable access to higher section of the site.</p>
Active travel options	Adjacent to active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 560m to Port Glasgow town centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Port Glasgow
Does a proven housebuilder have an interest in the site?	Owner discussing site with developer
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	No.

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	This is a steeply sloping site which forms an established habitat corridor / green network and provides landscape setting. The majority of the site is identified as semi-natural woodland. Development of this site would require significant woodland removal and would have a significant and adverse impact on local landscape character and on landscape setting.
Scottish Environment Protection Agency	<p>Flood Risk: A potentially culverted watercourse could flow through part of the site which could represent a potential flood risk. No built development should be proposed over the culvert. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted.</p> <p>Water Environment: No comment</p>
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

The sloping nature of the site may make it difficult to develop. Potential flooding issues would need to be investigated.

There are no environmental designations affecting the site.

The site has proximity to a regular public transport service.

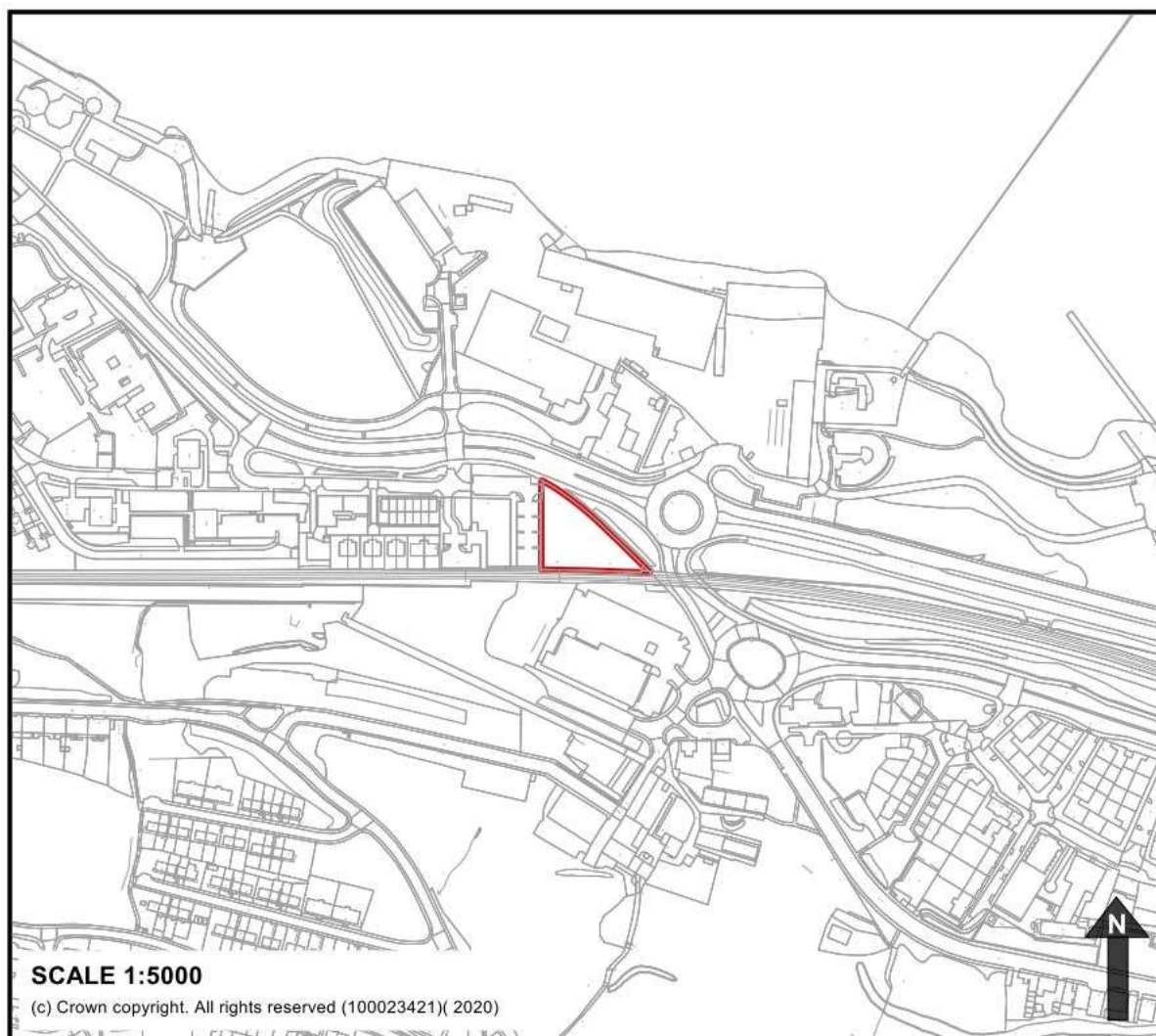
The site is in area considered by Homes for Scotland to have a poor market.

The site is within the urban area, but sloping nature of site could make it highly visible.

The site is not included as a preferred option in the Main Issues Report.

Site Details

Site name	Bay Street
Settlement	Port Glasgow
Call for Sites reference	CFS24
Site size (ha)	0.26
Current use	Vacant site
Existing LDP allocation	Residential Area



Proposal

Submitted by	Bruach Design and Consultancy Ltd on behalf of Advance Construction (Scotland) Ltd
Proposed Use	Residential
Number of houses/floorspace	28 flats

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Area of medium/high coastal flood risk and surface water flood hazard within site. Potential flood risk from possible culverted watercourse through site.

Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to site.
Climatic Factors	Car travel and associated emissions will be minimised as the site is within 400m of a bus stop and 800m of a train station, both with regular service provision.
Air Quality	Short term adverse impact during construction phase, but unlikely to lead to the designation of an AQMA.
Soils	No carbon rich soils or priority peatland within site. Redevelopment of brownfield land. Potentially contaminated site
Landscape	Redevelopment of this vacant brownfield site likely to have a positive effect on the local urban landscape
Material Assets	Redevelopment of brownfield land
Cultural Heritage	Potential for adverse effects as site located opposite A listed Gourock Ropeworks. Careful design required to avoid adverse impacts on the setting of this asset
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Opportunities to link with adjacent core path network. Site within an accessible distance to local services – 390m.

Planning History

Planning Application History	Planning application pending for 4 storey flatted development (Ref: 20/0054/IC)
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Access from Bay street is acceptable. To be designed in accordance with DMRB and National Roads Development Guide</p> <p>The site should accommodate a 3m wide cycle track. Self-certified flood risk assessment required in accordance with policy. Parking should be provided in accordance with approved parking standard.</p>
Active travel options	Adjacent to active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour	Yes

between 7am and 7pm on weekdays	
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	Yes
Site within 800m of a rail station	Yes
Distance to town/local centre	Approx. 390m from Port Glasgow town centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Port Glasgow
Does a proven housebuilder have an interest in the site?	Yes – Merchant Homes Ltd
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	The site is the subject of a current planning application indicating developer interest in the site.

Key Agency Comments

Historic Environment Scotland	We note that this potential allocation proposes housing opposite the Category A listed Bay Street / Robert Street, Gourock Ropeworks (LB40067). We would therefore expect that any development in this location is carefully designed to take into account impacts on the setting of this Category A listed building. Given the important townscape / landmark value of the former Gourock Ropeworks, we would also recommend that we are engaged in early discussions regarding the scale, form and density of development in this location.
Nature.Scot	This site appears to be brownfield. We highlight that brownfield sites can be biodiversity hotspots and development proposals should take this in consideration. There are opportunities to link into existing Core paths.
Scottish Environment Protection Agency	Flood Risk: Part of this site lies within the 1 in 200 year coastal floodplain. No development should take place within this area. A potentially culverted minor watercourse also flows through the site. Flood Risk Assessment required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Water Environment: No comment
Scottish Water	Comments to follow
Sportscotland	No comment

Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are flooding issues affecting this site.

The site is adjacent to the A-listed Gourock Ropeworks building, and could impact on its setting.

The site has proximity to a frequent public transport service, including a train service.

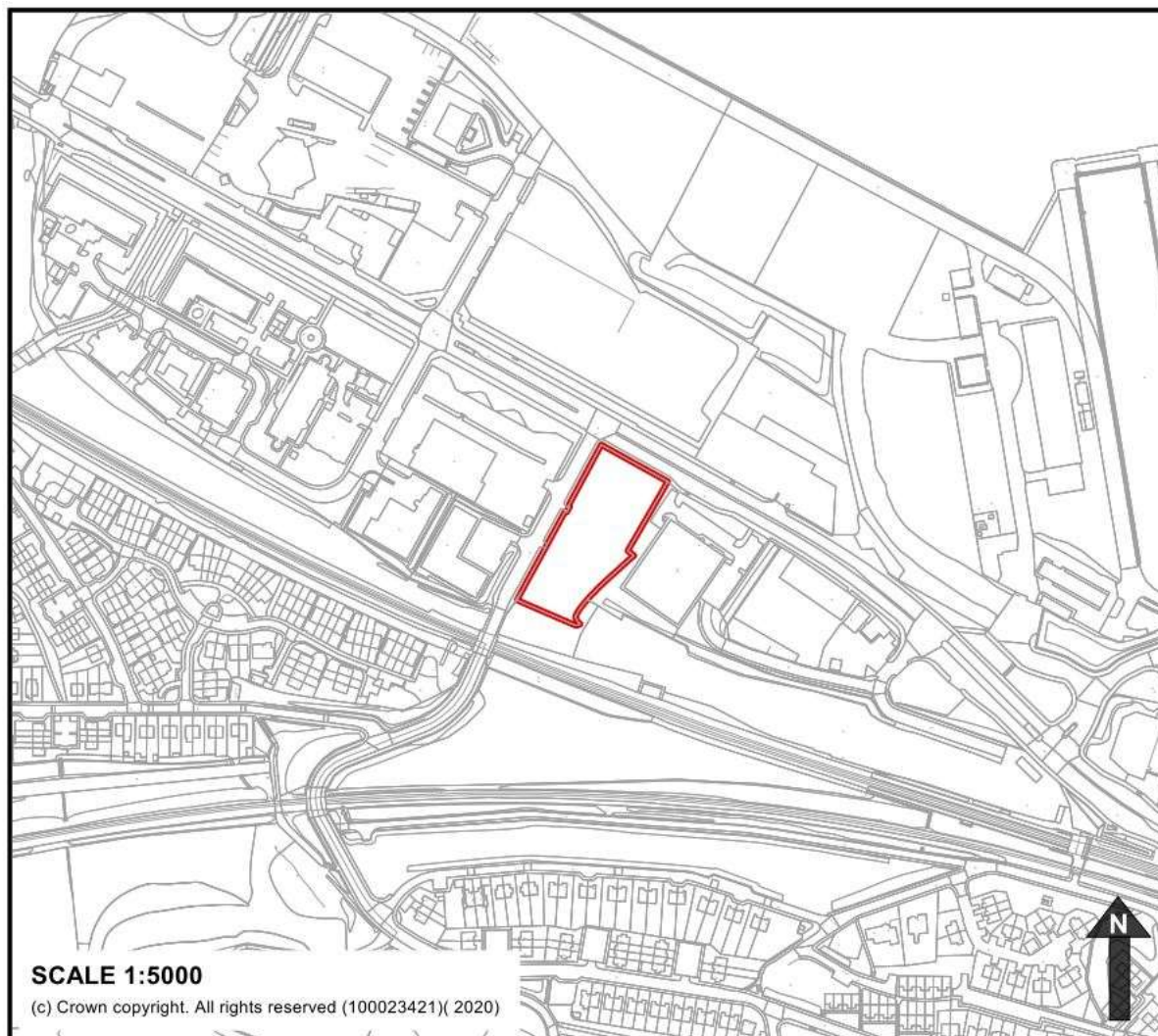
The site is in area considered by Homes for Scotland to have a poor market.

The site is within the urban area and would make use of a brownfield site.

The site is not included as a preferred option in the Main Issues Report.

Site Details

Site name	Gibshill Road
Settlement	Greenock
Call for Sites reference	CFS25
Site size (ha)	0.6
Current use	Vacant land
Existing LDP allocation	Business and Industry Development Opportunity



Proposal

Submitted by	RC Diocese of Paisley
Proposed Use	Residential
Number of houses/floorspace	To be identified

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Surface water flood hazard identified.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site. Area of semi-natural woodland within southern boundary. Opportunities to enhance the habitat connectivity / green networks, particularly in relation to the woodland area.

Climatic Factors	Car travel and associated emissions will be minimised as the site is within 400m of a bus stop and 800m of a train station, both with regular service provision.
Air Quality	Short term adverse impact during construction phase, but unlikely to lead to the designation of an AQMA.
Soils	No carbon rich soils or priority peatland within site. Redevelopment of brownfield land. Potentially contaminated site.
Landscape	Redevelopment of this vacant brownfield site is likely to have a positive effect on the local urban landscape.
Material Assets	Redevelopment of brownfield land
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Opportunities to link with adjacent core path network. Site within an accessible distance to local services – 1.3km.

Planning History

Planning Application History	No recent history
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Access should be taken from Gibshill Road and will be at least 25m back from the A8. To be designed in accordance with DMRB and National Roads Development Guide. Suitable access and visibility should be provided. Self-certified flood risk assessment required in accordance with policy. Parking should be provided in accordance with approved parking standard.
Active travel options	Adjacent to active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at	Yes

least 6 buses per hour between 7am and 7pm on weekdays	
Site within 800m of a rail station	Yes
Distance to town/local centre	Approx. 1340m from Port Glasgow town centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Port Glasgow
Does a proven housebuilder have an interest in the site?	No. Submission indicates there has been interest.
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	?

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	We welcome the intention to reuse of brownfield land. We highlight that brownfield sites can be hotspots for biodiversity and this should be taken into consideration in any development proposals. There are opportunities to enhance the habitat connectivity / green networks, particularly in relation to the semi-natural woodland along the south-eastern boundary of the site. This should be retained and incorporated into the design of the development.
Scottish Environment Protection Agency	Flood Risk: A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Water Environment: No comment
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site.

There are no environmental designations affecting the site.

The site has proximity to a frequent public transport service, including a train service.

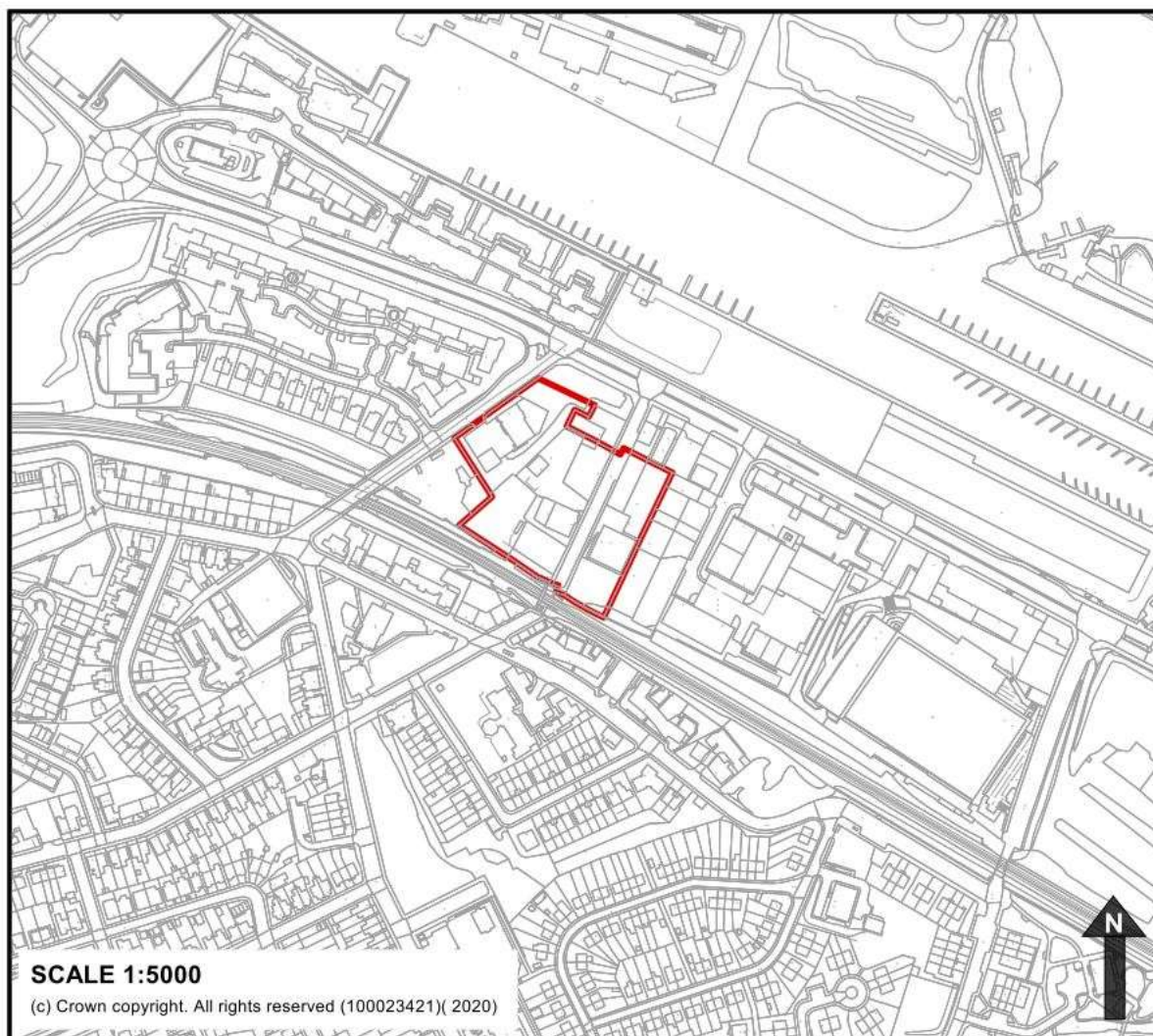
Homes for Scotland has identified Inverclyde East as a poor market area (2016), and there is no builder attached to the site. It is therefore not certain the site would be developed in the Plan period.

The site is a brownfield site within the urban area. It would introduce residential development to an industrial/business corridor.

The site is not included as a preferred option in the Main Issues Report.

Site Details

Site name	Ratho Street/MacDougall Street
Settlement	Greenock
Call for Sites reference	CFS26
Site size (ha)	1.39
Current use	Business and Industry
Existing LDP allocation	Residential Area



Proposal

Submitted by	bbps
Proposed Use	Residential
Number of houses/floorspace	104 flats

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Surface water flood hazard identified
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site.

Climatic Factors	Car travel and associated emissions will be minimized as site within 400m of a bus stop and 800m of a train station, both with regular service provision.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Redevelopment of brownfield land. Potentially contaminated site.
Landscape	Unlikely to have any significant effects
Material Assets	Redevelopment of brownfield site
Cultural Heritage	Site is in close proximity to A the listed Sugar Warehouses and Titan Crane. Careful design is required to take account of and avoid potential impacts on the setting of these assets.
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site 116m from active travel network and within accessible distance of local services – 1.1km.

Planning History

Planning Application History	A planning application for 104 flats was refused in 2009 Ref: 09/0223/IC
Previous Plan - Reporters Comments	<p>This site lies to the east of Greenock, in a mixed industrial and residential use area. At present it is partially occupied with commercial and industrial units with an area of open space bordering the A8 to the north. Cartsdyke railway station lies to the south of the site. It is allocated in the plan as having capacity for 100 private homes. Findings in relation to housing land supply in Inverclyde are set out at Issue 5 of this examination. There it is concluded that sufficient land has been allocated to meet the all tenure housing land requirement for Inverclyde, for the whole of the plan period. It should be noted that this site at Ratho Street/MacDougall Street in Greenock is assumed to contribute to meeting that target through the provision of 100 homes. From my site visit, I note the tenements on MacDougall Street and the apartments and houses on Ratho Street. I am satisfied that at a notional capacity of 100, the site would have similar density to that of existing homes in the vicinity. The council advises that there remains sufficient business and industrial land available in Inverclyde in the plan period should this site be allocated for residential development. The council advises that existing uses can be relocated to alternative sites and/or premises. I did note the operational use onsite, but also observed the many vacant and available commercial/business/industrial premises and sites across Inverclyde on my site visits. I find that the relocation of the existing businesses on site would be possible. At present, the details of the layout and design of any development at Ratho Street/ MacDougall Street are not known. The interaction of the existing industrial uses and residential development and new residents is an issue that would be carefully assessed at the development management stage. Solutions for any potential traffic and/or safety impacts on the road network would also be assessed in full at that stage, although I note that the council's Road Service did not raise any significant concerns regarding additional traffic. The council advises that the southern entrance to Cartsdyke Station will not be affected by the proposed development of the site. Having no evidence to the contrary, I am satisfied that the southern entrance to the station will</p>

	<p>remain operational and unaffected by development. Policy 7 – Surface and Waste Water Drainage requires development proposals to demonstrate that both surface and waste water can be appropriately drained. I find that the development management process would be the appropriate place in the planning process to assess such issues and that the plan makes adequate provision for this assessment. Flooding and environmental issues are again matters that would be dealt with at the planning application stage. Overall, I conclude that the inclusion of the site at Ratho Street / MacDougall Street as a new residential development opportunity site for 100 homes is appropriate and no modification to the plan is required.</p>
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Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Main access from Ratho Street with no vehicle access from MacDougall Street.</p> <p>Pedestrian access to the rail station should be retained from MacDougall Street and a pedestrian route should be provided from Ratho Street to the rail station via the proposed development. To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Provide pedestrian links to neighbouring Carwood Street and MacDougall Street.</p> <p>Suitable visibility should be provided at all accesses.</p> <p>Provide pedestrian links to bus stops on Carwood Street and A8 East Hamilton Street to be provided.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approx. 170m from active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at	Yes

least 6 buses per hour between 7am and 7pm on weekdays	
Site within 800m of a rail station	Yes
Distance to town/local centre	Approx., 1170m from Greenock town centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Greenock
Does a proven housebuilder have an interest in the site?	None identified in submission
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	?

Key Agency Comments

Historic Environment Scotland	We note that this potential allocation proposes housing in the vicinity of the Category A listed Greenock, James Watt Dock, Titan Cantilever Crane (LB34175). We would therefore expect that any development in this location is carefully designed to take into account impacts on the setting of this Category A listed building. We would also recommend that we are engaged in early discussions regarding the scale, form and density of development in this location.
Nature.Scot	No comment
Scottish Environment Protection Agency	Flood Risk: A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Water Environment: No comment
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no technical constraints to the development of the site. Flooding issues would need to be investigated.

There are no environmental designations affecting the site. However, proximity to listed buildings would mean impact of development would need to be carefully considered.

The site has proximity to a frequent public transport service, including a train service.

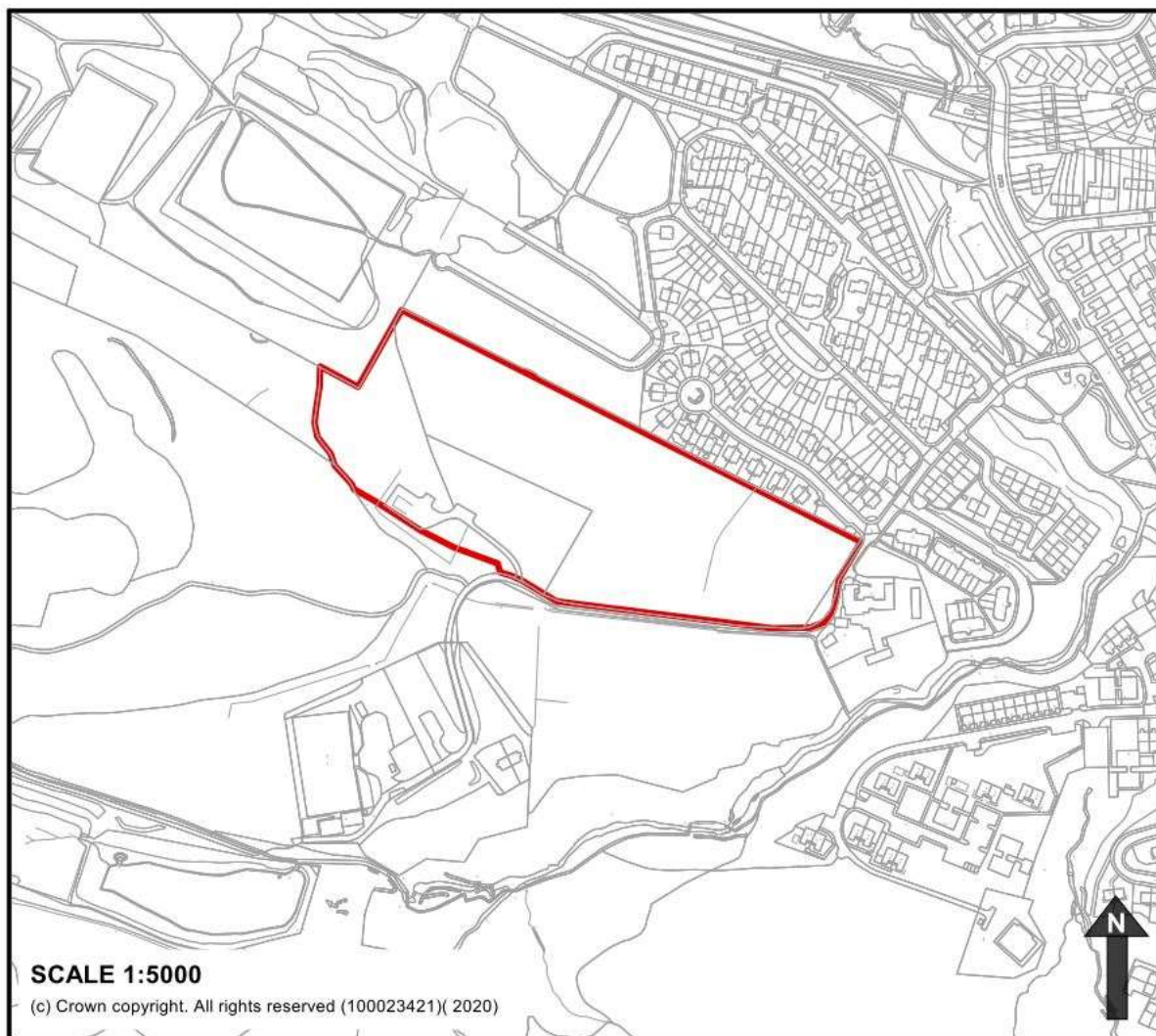
The site is a poor market area, and has not been progressed since inclusion in last Plan.

The site is a brownfield site in the urban area, at the interface of an industrial and residential area.

The development opportunity previously identified should be carried forward into the New Plan. This excludes the area on the eastern side of MacDougall Street, and includes additional land between Ratho Street and MacDougall Street.

Site Details

Site name	Whinhill
Settlement	Greenock
Call for Sites reference	CFS27
Site size (ha)	4.25
Current use	Scrubland
Existing LDP allocation	Greenbelt



Proposal

Submitted by	Zoom Developments Holdings Ltd
Proposed Use	Residential
Number of houses/floorspace	Not identified

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Surface water flood hazard identified. Potential flood risk from minor watercourse along site boundary.
Biodiversity, Flora and Fauna	Site located close to the Whinhill LNCS. Area of native woodland within south east corner. Impact on protected species not known.

Climatic Factors	Car travel and associated emissions will be minimised as site is within 400m of nearest bus stop and 800m of a train station, both with regular service provision.
Air Quality	Short term impact during construction phase, but unlikely to lead to designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	Potential adverse impacts as site is elevated and prominent. Careful consideration of siting and design required.
Material Assets	Greenfield development
Cultural Heritage	Not in close proximity to any cultural assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, which includes open space. Site proposed for inclusion within a wider Priority Place area (see Issue 12), which would incorporate green network links, e.g. to nearby core paths. Site accessible to local services - within 1291m.

Planning History

Planning Application History	No recent history
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	Formed by rear garden boundaries of Whinhill Crescent and rising topography
Robustness of proposed boundary	Formed in the main by an existing road.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Existing road to be widened and footways to be added across the front of the site. To be designed in accordance with DMRB and National Roads Development Guide. Suitable access and visibility should be provided. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	Adjacent to active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour	Yes

between 7am and 7pm on weekdays	
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	Yes
Site within 800m of a rail station	Yes
Distance to town/local centre	Approx. 1290m from Greenock town centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Greenock
Does a proven housebuilder have an interest in the site?	Yes – Zoom Developments Holdings Ltd
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	The Priority Place masterplan approach should help bring developer focus to this area. This site could potentially deliver some housing in the period to 2024 and the balance in the period to 2032.

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	<p>This is a prominent greenfield site located on the edge of the settlement boundary. Careful consideration of siting and design will be required to ensure there are no adverse landscape impacts. Areas of semi-natural woodland should be retained and incorporated into the design of the development, contributing to a landscape framework. There is also an opportunity to enhance habitat connectivity / green networks including a network of high-quality open space.</p> <p>The site is located close to the Whin Hill SINC and any development proposals should ensure that there are no negative impacts. Any development proposals should demonstrate a network of paths to provide convenient, safe and attractive active travel connections. These should link into the wider strategic network.</p>
Scottish Environment Protection Agency	<p>Flood Risk: A minor watercourse flows along the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted.</p> <p>Water Environment:</p>

	No comment
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site.

There are no environmental designations affecting the site, but it does contain woodland and lies close to an LNCS.

The site has proximity to a frequent public transport service, including a train service.

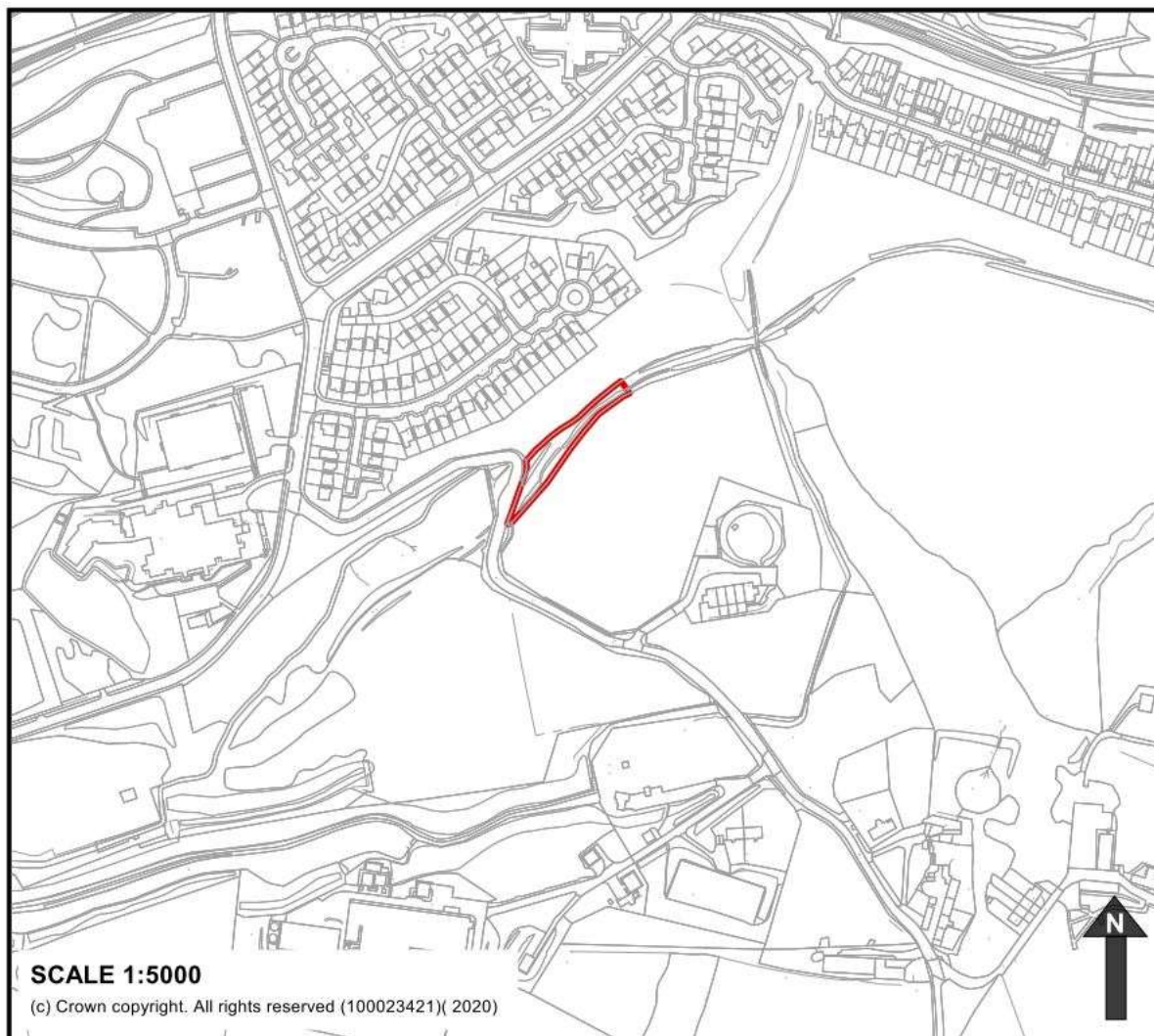
The site has been identified for development in previous Plans and was not progressed. It is hoped its identification as part of a wider Priority Place can bring progress to the site.

The site is prominent and rising, and development would have to be carefully sited. A robust green belt could be created.

The site is included as a preferred option in the Main Issues Report.

Site Details

Site name	Puggy Line
Settlement	Greenock
Call for Sites reference	CFS28
Site size (ha)	0.15
Current use	Woodland
Existing LDP allocation	Greenbelt



Proposal

Submitted by	Named individual
Proposed Use	Residential or Wind Farm
Number of houses/floorspace	6 houses

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from watercourse adjacent to site boundary. Opportunity to delculvert watercourse.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site. Adverse effect on semi- natural woodland which covers the majority of the site

Climatic Factors	Likely to increase car travel and associated emissions as site within 400m of a bus stop, but very limited service provision.
Air Quality	Short term adverse impact during construction phase, but unlikely to lead to the designation of an AQMA.
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	Relatively small sloping and prominent site, which is detached from existing development in Greenock by an area of semi-natural woodland to the north-west. Development of the site could set a precedent for further development towards Whinhill to the south / south-east, eroding the rural landscape setting.
Material Assets	Greenfield development
Cultural Heritage	Relatively close to a Scheduled Monument, but development unlikely to have any effect.
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site is 196m from the active travel network and within an accessible distance to local services – 1.2km.

Planning History

Planning Application History	No recent history
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	N/a. Site sits within green belt.
Robustness of proposed boundary	N/a. Site sits within green belt.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>No footway access to site.</p> <p>Site is located on tight blind corners and it will be difficult to achieve the required visibility. Vehicles turning right into the site are unlikely to have sufficient visibility to determine if it is safe to turn into the site which could result in collisions. The developer must demonstrate how safe access will be provided.</p> <p>To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approx. 200m from active travel network
Site within 400m of bus stop	Yes

Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	No
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 1200m to Greenock town centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Greenock
Does a proven housebuilder have an interest in the site?	None identified in submission
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	No. The site is not considered to offer a viable development opportunity.

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	This appears to be a relatively small but prominent greenfield site. It appears to be steeply sloping. It is detached from existing development in Greenock by an area of semi-natural woodland to the north-west. Development of the site could set a precedent for further development towards Whinhill to the south / south-east, eroding the rural landscape setting. Any development proposals will need to take careful consideration of siting and design to ensure there are no adverse landscape and / or visual impacts.
Scottish Environment Protection Agency	Flood Risk: A minor watercourse flows adjacent to the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required Water Environment: Possible culverted minor watercourse at this location that could benefit from de-culverting
Scottish Water	Comments to follow
Sportscotland	No comment

Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There may be restrictions to the development of site with regard to road access. Flooding issues would need to be investigated.

There are no environmental designations covering the site, however it does have woodland cover.

The site does not have proximity to a regular public transport service.

The site is not considered to offer a marketable opportunity.

The site is isolated from the main urban area.

The site is not included as a preferred option in the Main Issues Report.

Site Details

Site name	Norfolk Road
Settlement	Greenock
Call for Sites reference	CFS29
Site size (ha)	0.18
Current use	Church
Existing LDP allocation	Residential Area



Proposal

Submitted by	St. Ninian's Church (Larkfield)
Proposed Use	Residential
Number of houses/floorspace	Not identified

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Surface water flood hazard identified
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site.

Climatic Factors	Car travel and associated emissions will be minimised as site is within 400m of a bus stop with regular service provision
Air Quality	Short term adverse impact during construction phase, but unlikely to lead to the designation of an AQMA.
Soils	No carbon rich soils or priority peatland within Brownfield development
Landscape	Unlikely to have any significant effects
Material Assets	Redevelopment of brownfield land
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site is 529m from the active travel network and within an accessible distance to local services – 42km.

Planning History

Planning Application History	No recent history
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	To be designed in accordance with DMRB and National Roads Development Guide. Suitable access and visibility should be provided. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	Approx. 530m from active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	Yes

Site within 800m of a rail station	No
Distance to town/local centre	

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Greenock
Does a proven housebuilder have an interest in the site?	Not identified in submission
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	The site may be of interest to a local RSL.

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	No comment
Scottish Environment Protection Agency	Flood Risk: A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Water Environment: No comment
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site. Potential flood issue to be explored.

There are no environmental designations affecting the site.

The site has proximity to a frequent public transport service.

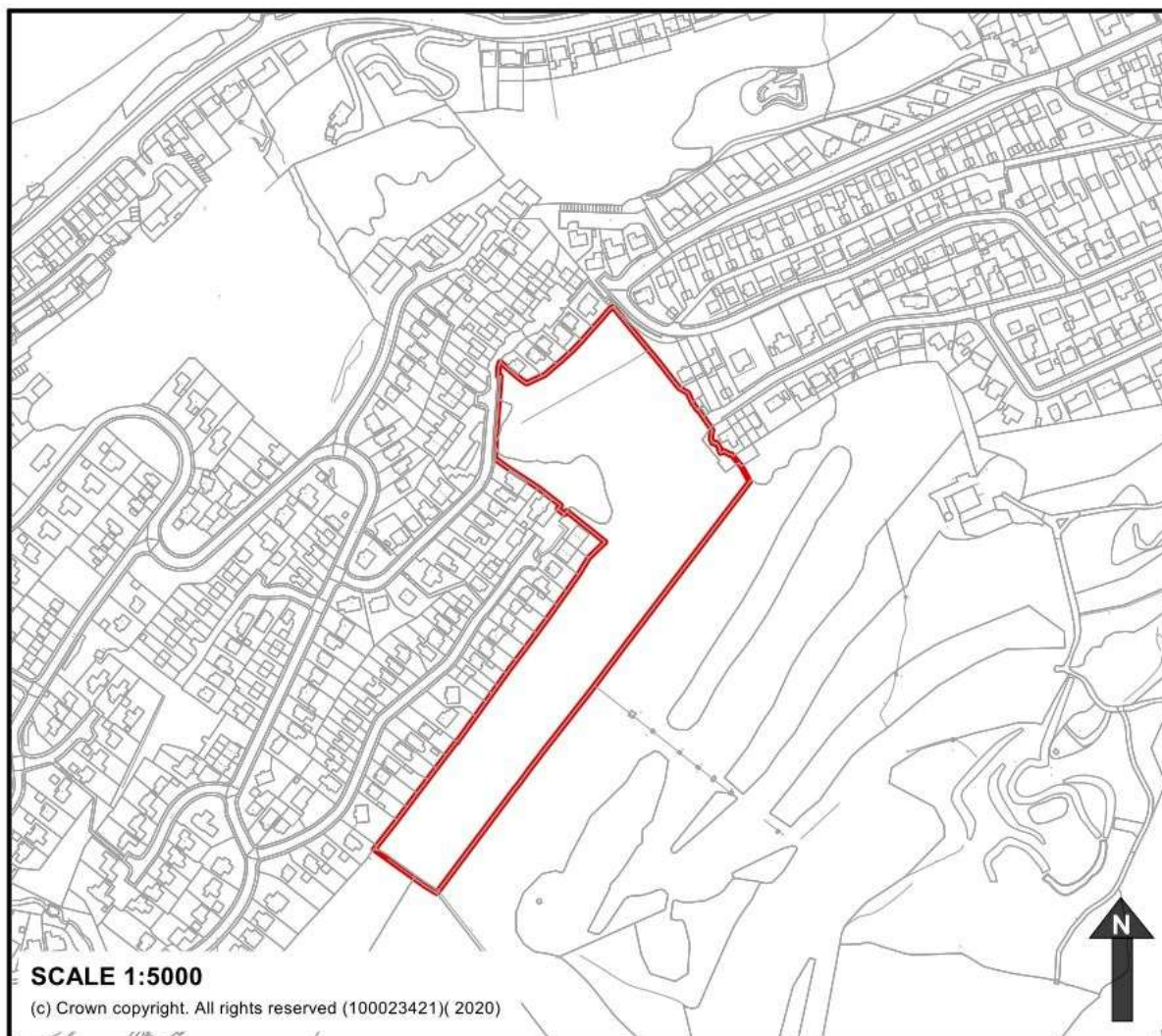
The site may be of interest for RSL development.

The site is a brownfield opportunity within the urban area.

The site is included as a preferred option for housing development opportunity in the Main Issues Report.

Site Details

Site name	Carnoustie Avenue (1)
Settlement	Gourock
Call for Sites reference	CFS30
Site size (ha)	3.27
Current use	Open area of scrubland and woodland
Existing LDP allocation	Greenbelt



Proposal

Submitted by	Buckingham Properties
Proposed Use	Residential
Number of houses/floorspace	Approx. 48 residential units

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No known effects
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site. Areas of semi-natural woodland within the south-west and

	northern corners of the site. Opportunities for enhancements to green network/habitat connectivity.
Climatic Factors	Car travel and associated emissions will be minimised as the site is within 400m of a bus stop with regular service provision.
Air Quality	Short term adverse impact during construction phase, but unlikely to lead to the designation of an AQMA.
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	The removal of the semi-natural woodland areas, which contribute to landscape setting, would have adverse effects.
Material Assets	Greenfield development
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Evidence that site is being used for informal recreation. Site is 824m from the active travel network, but not accessible to local services – 2.3km.

Planning History

Planning Application History	No recent planning applications
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	Strong woodland boundary
Robustness of proposed boundary	Strong woodland edge along the eastern site boundary adjacent to the greenbelt.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Carnoustie Ave and Taymouth Dr should be connected. To be designed in accordance with DMRB and National Roads Development Guide. Suitable access and visibility should be provided. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	Approx. 820m from the active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes

Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 2370m from Gourock town centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Gourock
Does a proven housebuilder have an interest in the site?	No
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde West as a moderate market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	No. The nearby Levan farm site has not been developed since identification in the 2005 Plan

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	This appears to be a prominent, steeply sloping greenfield site. There is a band of semi-natural woodland along the south-eastern boundary of the site which should be retained, contributing to the landscape framework. There are also opportunities to enhance the habitat connectivity here. The site currently appears to be used for informal recreation and development proposals should incorporate a network of paths.
Scottish Environment Protection Agency	Flood Risk: No apparent flood risk Water Environment: No comment
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site. Potential flood risk should be investigated.

There are no environmental designations on the site. However, the site has woodland coverage.

The site has proximity to a regular public transport service.

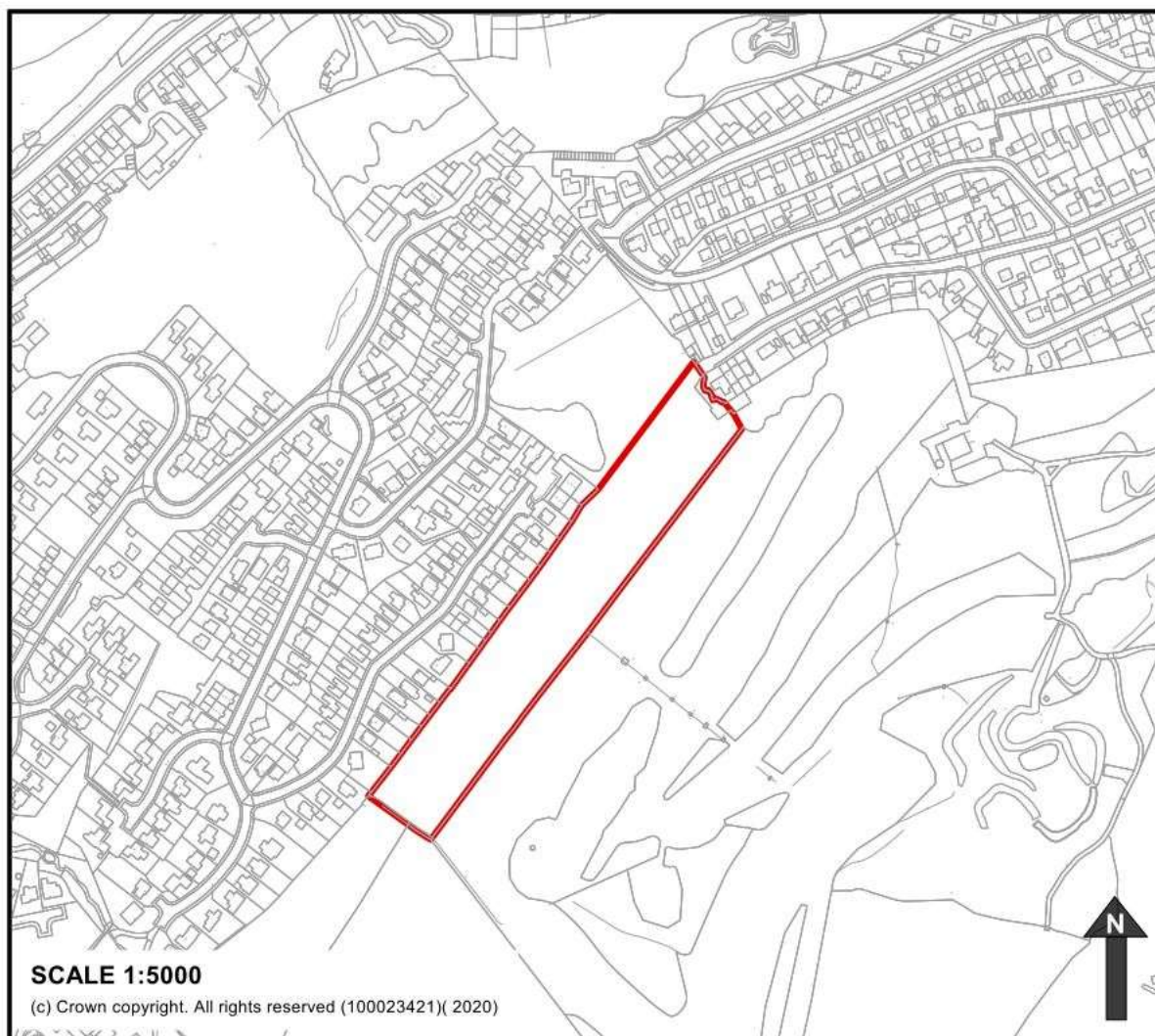
The site is in a moderate market area. However, the nearby Levan Farm site has not been progressed for development.

The site would breach the established green belt boundary and remove a robust boundary of established woodland. By removing the woodland and sitting at a greater height than existing development it would have an impact on the landscape.

The site is not included as a preferred option for housing development opportunity in the Main Issues Report.

Site Details

Site name	Carnoustie Avenue (2)
Settlement	Gourock
Call for Sites reference	CFS31
Site size (ha)	1.97
Current use	Wooded
Existing LDP allocation	Greenbelt



Proposal

Submitted by	Buckingham Properties
Proposed Use	Residential
Number of houses/floorspace	25-30 units

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from minor watercourse along site boundary.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site. Areas of semi-natural woodland within the south east and north west site boundaries. Opportunities to enhance habitat connectivity.

Climatic Factors	Car travel and associated emissions will be minimised as the site is within 400m of a bus stop with regular service provision.
Air Quality	Short term adverse impact during construction phase, but unlikely to lead to the designation of an AQMA.
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	The removal of the semi-natural woodland areas, which contribute to landscape setting, would have adverse effects.
Material Assets	Greenfield development
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Evidence that site is being used for informal recreation. Site is 824m from the active travel network, but not accessible to local services – 2.3km.

Planning History

Planning Application History	No recent planning applications
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	Strong woodland boundary
Robustness of proposed boundary	Strong woodland edge along the eastern site boundary adjacent to the greenbelt.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	To be designed in accordance with DMRB and National Roads Development Guide. Suitable access and visibility should be provided. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	Approx. 820m from active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am	No

and 7pm on weekdays	
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 2370m from Gourock town centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Gourock
Does a proven housebuilder have an interest in the site?	Yes – Buckingham Properties
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde West as a moderate market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	No. The nearby Levan farm site has not been developed since identification in the 2005 Plan

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	No comment
Scottish Environment Protection Agency	Flood Risk: A minor watercourse flows along the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. Water Environment: No comment
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site. Potential flood risk should be investigated.

There are no environmental designations on the site. However, the site has woodland coverage.

The site has proximity to a regular public transport service.

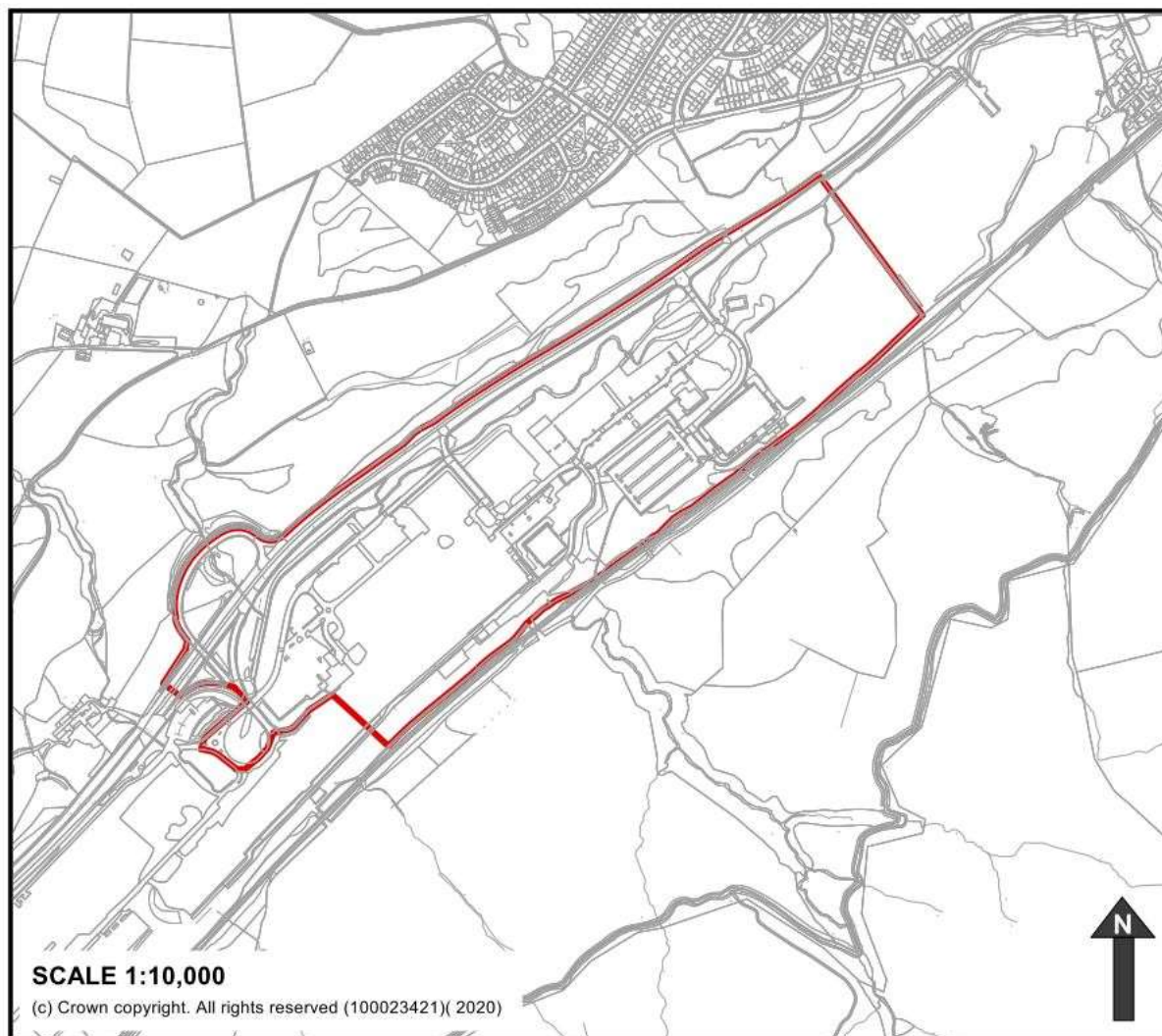
The site is in a moderate market area. However, the nearby Levan Farm site has not been progressed for development.

The site would breach the established green belt boundary and remove a robust boundary of established woodland. By removing the woodland and sitting at a greater height than existing development it would have an impact on the landscape.

The site is not a preferred option in the Main issues Report.

Site Details

Site name	Spango Valley (former IBM site)
Settlement	Greenock
Call for Sites reference	CFS32
Site size (ha)	32.23
Current use	Vacant land
Existing LDP allocation	Priority Place



Proposal

Submitted by	Advance Construction (GD) Ltd
Proposed Use	Mixed use
Number of houses/floorspace	c. 450 Homes including houses and flats c.15000sqm of Class 4, 5 & 6 Business, Industrial & Storage & Distribution c.1500sqm Class 1 retail c.1000sqm Class 3 food & drink Park & Ride facility

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Part of site within medium/high fluvial flood risk area. Potential flood risk from multiple watercourses through site. Surface water

	flood hazard identified.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site. Significant areas of semi-natural woodland along some site boundaries. Opportunities for habitats and green network enhancements through existing Green Network Partnership Green Infrastructure Study for the site.
Climatic Factors	Car travel and associated emissions will be minimised as the site is within 400m of a bus stop with regular service provision.
Air Quality	Short term adverse impact during construction phase, but unlikely to lead to the designation of an AQMA.
Soils	No carbon rich soils or priority peatland within site. Redevelopment of brownfield site. Potentially contaminated site
Landscape	The site has an established landscape framework, which should be incorporated into development proposals. Potential opportunities to improve access to the wider countryside.
Material Assets	Redevelopment of brownfield site
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Such provision should incorporate the GNP GI Study. Opportunities to link with nearby active travel network. Site not accessible to local services – 2.7km

Planning History

Planning Application History	Application for proposed use was submitted in Feb 2020 and is pending– Ref: 20/0021/IC
Previous Plan - Reporters Comments	<p>Spango Valley is now a large scale redundant brownfield site. It was previously intensively used as an industrial facility by a major multi-national computer company over a long period, and also includes the former site of a secondary school. It enjoys direct access from the A78 trunk road and is served by its own rail station. The employment and financial benefits generated for Inverclyde and the surrounding area would have been substantial, and the local infrastructure supported it. The prospects of another single industrial user of similar scale being attracted to the site are slim. In these circumstances, I consider that it is wholly appropriate that Spango Valley should be identified as a priority place for re-development, with a mix of uses as generally specified in schedule 2 as the preferred strategy for it. This would ensure a significant element of employment generating uses, and also recognise the opportunity for a significant residential component as well, which has been confirmed in representations by a national house-builder. I find no evidence of infrastructure or service constraints which would preclude the type of developments proposed, and the use of this large brownfield site would help to ease the pressures to release other greenfield land for development purposes. Concerns raised regarding potential flooding, subsidence, access, additional planting and amenity would be addressed in the consideration of specific planning applications, and more detailed advice on these matters can also be provided by the council in the proposed supplementary guidance for priority places. The potential use of part of the site for park and ride was identified in representations, and I agree with the council that it would be appropriate that this should also be referred to in schedule 2. The alternative description for the proposed prison on the former Greenock High School site,</p>

	for which planning permission in principle has been granted, is a matter for the council.
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Green Belt boundary issues

Robustness of existing boundary	The Wemyss Bay – Glasgow railway line and the A78 provide strong boundaries to the east and west, with a robust line of semi-natural woodland to the south.
Robustness of proposed boundary	The Wemyss Bay – Glasgow railway line and the A78 provide strong boundaries to the east and west, with a robust line of semi-natural woodland to the south.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Main access from A78 slip roads.</p> <p>To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Provide pedestrian links to neighbouring residential estates.</p> <p>Provide cycle links through the development to surrounding network.</p> <p>Bus stops should be considered within the site to encourage bus operators to service the site.</p> <p>Suitable visibility should be provided at all accesses.</p> <p>Provide road links which would allow bus services to penetrate the site.</p> <p>Provide pedestrian, cycle and vehicle links to the rail station including a car park to encourage park and ride.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approx. 1460m from active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 2760m from Inverkip local centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Inverkip
Does a proven housebuilder have an interest in the site?	Yes – Advance Construction (GD) Ltd
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	Yes, with the majority developed in the 2024-2032 period.

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	The site has an established landscape framework and is on the edge of the existing settlement, offering potential opportunities to improve access to the wider countryside – siting, design and mitigation requirements could usefully be set out in a development brief to guide the detailed design stages.
Scottish Environment Protection Agency	<p>Flood Risk: Part of this site lies within the 1 in 200 year floodplain. No development should take place within this area. Multiple watercourses flow through or adjacent to the site. Flood Risk Assessment required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted.</p> <p>Water Environment: No comment</p>
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site. Flooding and road access issues will need to be resolved.

There are no environmental designations affecting the site.

The site has proximity to a regular public transport service. The site has potential for good public transport accessibility if the former IBM station re-opens and bus services are encouraged into the site.

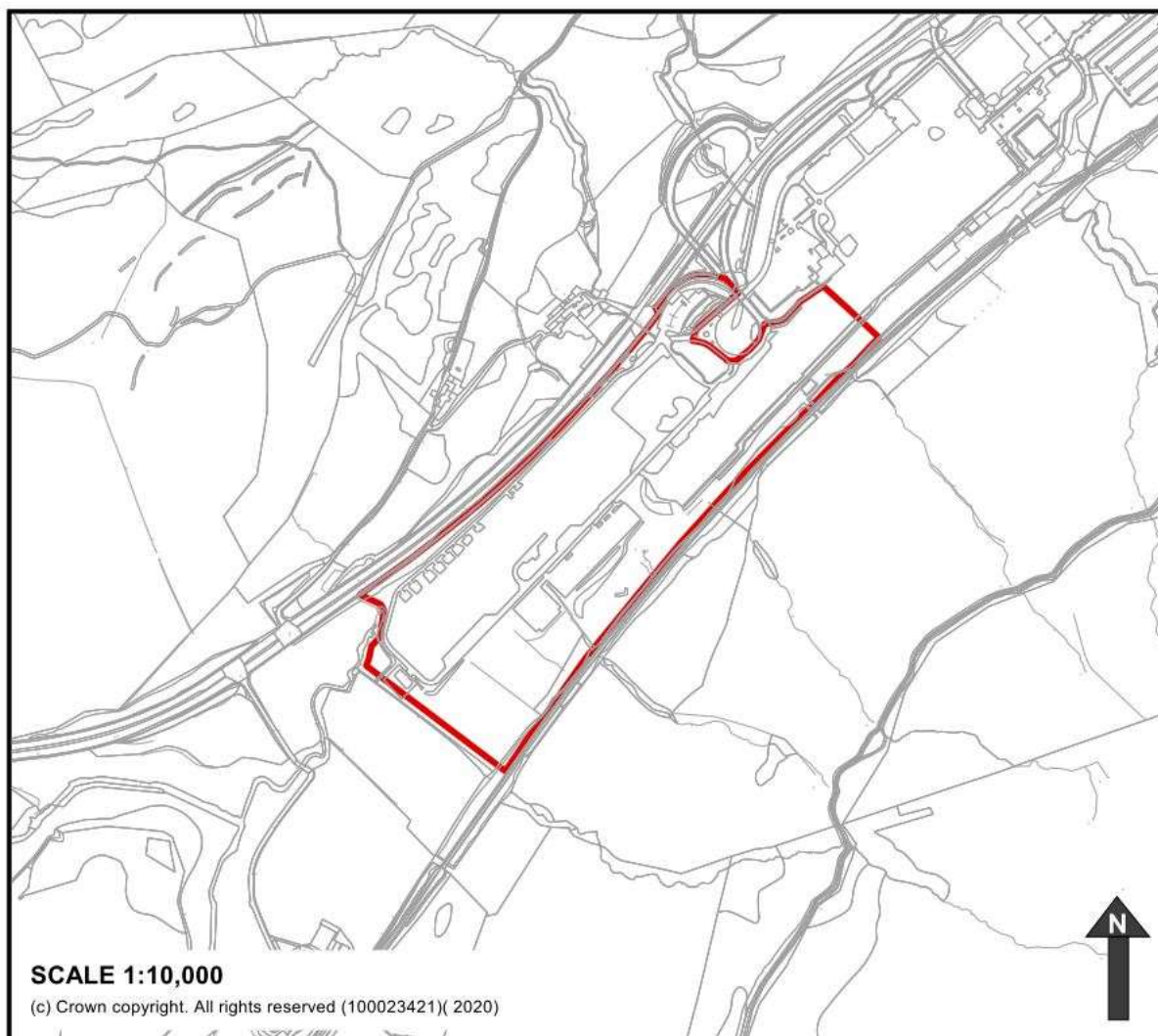
The site is the subject of a current planning application. The Applicant is confident of delivering on the site.

The site is brownfield and within the urban area.

The site is identified as a Priority Place with residential development in the Main Issues Report. However, the scale of residential development proposed in the call for sites submissions is not a preferred option in the Main Issues Report.

Site Details

Site name	Spango Valley (Sanmina site)
Settlement	Greenock
Call for Sites reference	CFS33
Site size (ha)	18.46
Current use	Vacant derelict site
Existing LDP allocation	Priority Place



Proposal 1

Submitted by	Advance Construction (GD) Ltd
Proposed Use	Mixed use
Number of houses/floorspace	c. 400 - 450 residential units, c. 6000sqm of employment land and some smaller commercial uses yet to be determined.

Proposal 2

Submitted by	Iceni Projects
Proposed Use	Mixed use
Number of houses/floorspace	Up to 400 residential units (including affordable housing) alongside a new community hub area

	(incorporating commercial, business and retail uses), as well as areas of landscaping, open space, SUDS, and infrastructure
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Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Part of site within medium/high fluvial flood risk area. Potential flood risk from multiple watercourses through site. Surface water flood hazard identified. Opportunity to deculvert Spango Burn and tributaries.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to the site. Significant areas of semi-natural woodland along some site boundaries. Opportunities for habitats and green network enhancements through existing Green Network Partnership Green Infrastructure Study for the site.
Climatic Factors	Car travel and associated emissions will be minimised as the site is within 400m of a bus stop with regular service provision.
Air Quality	Short term adverse impact during construction phase, but unlikely to lead to the designation of an AQMA.
Soils	No carbon rich soils or priority peatland within site. Redevelopment of brownfield site. Potentially contaminated site
Landscape	The site has an established landscape framework, which should be incorporated into development proposals. Potential opportunities to improve access to the wider countryside.
Material Assets	Redevelopment of brownfield site
Cultural Heritage	Not in close proximity to any designated cultural heritage assets
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Such provision should incorporate the GNP GI Study. Opportunities to link with nearby active travel network. Site not accessible to local services – 2.7km

Planning History

Planning Application History	No recent planning applications
Previous Plan - Reporters Comments	Spango Valley is now a large scale redundant brownfield site. It was previously intensively used as an industrial facility by a major multi-national computer company over a long period, and also includes the former site of a secondary school. It enjoys direct access from the A78 trunk road and is served by its own rail station. The employment and financial benefits generated for Inverclyde and the surrounding area would have been substantial, and the local infrastructure supported it. The prospects of another single industrial user of similar scale being attracted to the site are slim. In these circumstances, I consider that it is wholly appropriate that Spango Valley should be identified as a priority place for re-development, with a mix of uses as generally specified in schedule 2 as the preferred strategy for it. This would ensure a significant element of employment generating uses, and also recognise the opportunity for a significant residential component as well, which has been confirmed in representations by a national house-builder. I find no evidence of infrastructure or service constraints which would preclude the type of developments proposed, and the use of this large brownfield site would help to ease the pressures to

	release other greenfield land for development purposes. Concerns raised regarding potential flooding, subsidence, access, additional planting and amenity would be addressed in the consideration of specific planning applications, and more detailed advice on these matters can also be provided by the council in the proposed supplementary guidance for priority places. The potential use of part of the site for park and ride was identified in representations, and I agree with the council that it would be appropriate that this should also be referred to in schedule 2. The alternative description for the proposed prison on the former Greenock High School site, for which planning permission in principle has been granted, is a matter for the council.
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Green Belt boundary issues

Robustness of existing boundary	The Wemyss Bay – Glasgow railway line and the A78 provide strong boundaries to the east and west, with a robust line of semi-natural woodland to the south.
Robustness of proposed boundary	The Wemyss Bay – Glasgow railway line and the A78 provide strong boundaries to the east and west, with a robust line of semi-natural woodland to the south.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Main access from A78 slip roads.</p> <p>To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Provide pedestrian links to neighbouring residential estates.</p> <p>Provide cycle links through the development to surrounding network.</p> <p>Bus stops should be considered within the site to encourage bus operators to service the site.</p> <p>Suitable visibility should be provided at all accesses.</p> <p>Provide road links which would allow bus services to penetrate the site.</p> <p>Provide pedestrian, cycle and vehicle links to the rail station.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approx. 1460m from active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes

Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 2760m from Inverkip local centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Inverkip
Does a proven housebuilder have an interest in the site?	Yes
Is there evidence of housing demand/need in the area proposed?	
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	The site has an established landscape framework and is on the edge of the existing settlement, offering potential opportunities to improve access to the wider countryside – siting, design and mitigation requirements could usefully be set out in a development brief to guide the detailed design stages.
Scottish Environment Protection Agency	<p>Flood Risk: Part of this site lies within the 1 in 200 year floodplain. No development should take place within this area. Multiple watercourses flow through or adjacent to the site. Flood Risk Assessment required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted.</p> <p>Water Environment: Spango Burn is a small river waterbody, highly impacted by morphology. The section running through the site is mostly open, but could be improved. There is also a tributary running through the site in culvert, opportunity for deculverting here.</p>
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site. Flooding and road access issues will need to be resolved.

There are no environmental designations affecting the site.

The site has proximity to a regular public transport service. The site has potential for good public transport accessibility if the former IBM station re-opens and bus services are encouraged into the site.

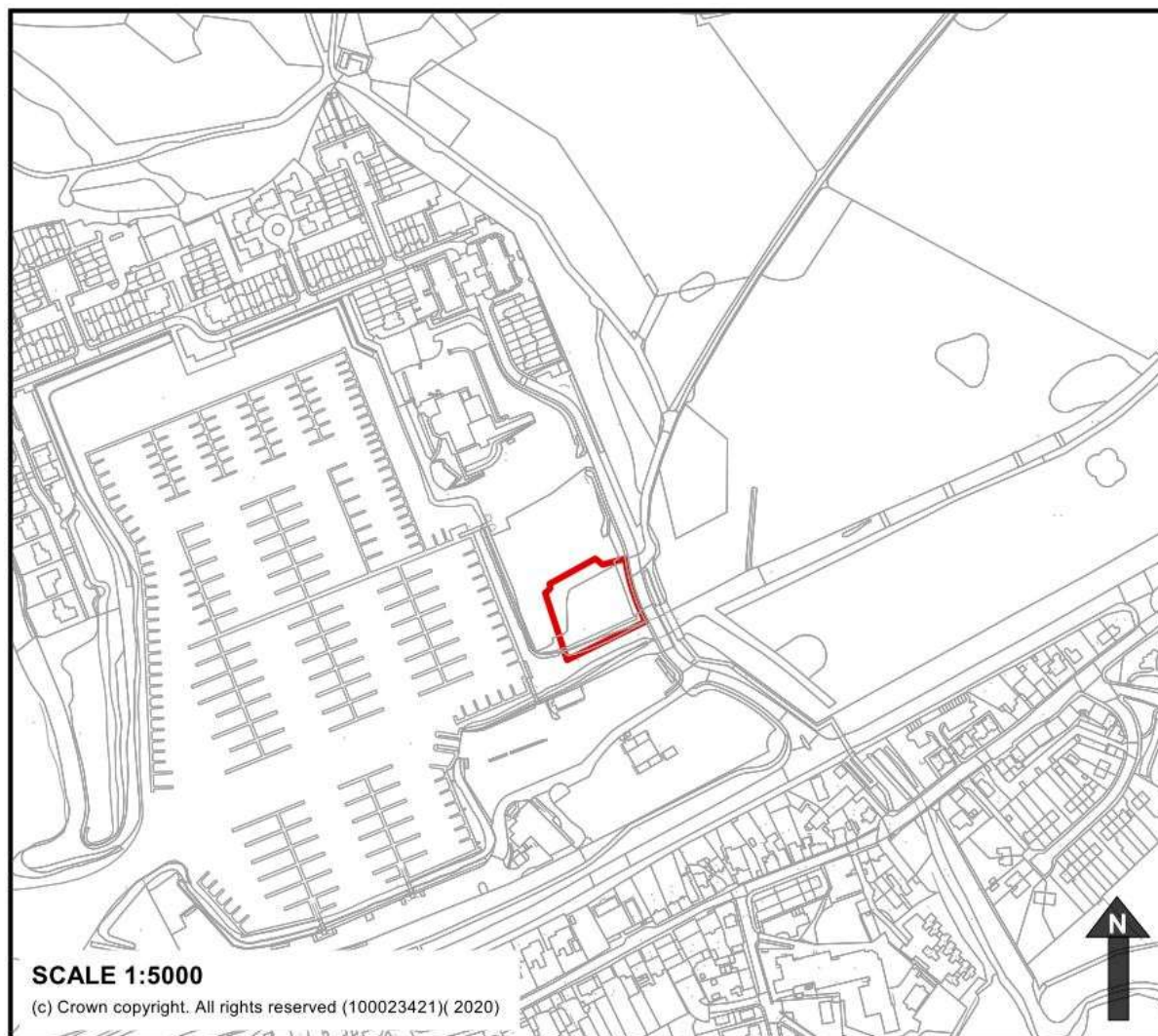
This is a large site and could provide housing in the medium to long term in the period after 2024.

The site is brownfield and within the urban area.

The site is identified as a Priority Place with residential development in the Main Issues Report. However, the scale of residential development proposed in the call for sites submissions is not a preferred option in the Main Issues Report.

Site Details

Site name	Harbourside, Kip Marina
Settlement	Inverkip
Call for Sites reference	CFS34
Site size (ha)	0.29ha
Current use	Vacant land
Existing LDP allocation	Residential Area



Proposal

Submitted by	Custom Build Homes on behalf of Econekt
Proposed Use	Residential
Number of houses/floorspace	10 apartments

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Significant part of site within medium/high fluvial and coastal flood risk areas. Surface water flood hazard identified.
Biodiversity, Flora and Fauna	In close proximity to the Swallow Brae Local Nature Conservation site, but unlikely to have any significant effects

Climatic Factors	Car travel and associated emissions will be minimised as the site is within 400m of a bus stop with regular service provision.
Air Quality	Short term adverse impact during construction phase, but unlikely to lead to the designation of an AQMA.
Soils	No carbon rich soils or priority peatland within site. Brownfield development
Landscape	No significant effects identified
Material Assets	Brownfield development
Cultural Heritage	Potential for adverse effects on adjacent Ardgowan Designed Landscape. Design required to take potential impacts into account and avoid.
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Opportunities to link with adjacent active travel network. Site is accessible to local services – 462m.

Planning History

Planning Application History	No recent planning applications
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Main accesses from Harbourside.</p> <p>To be designed in accordance with DMRB and National Roads Development Guide.</p> <p>Provide pedestrian and cycle links to neighbouring residential estates, N753 and A78 overpass.</p> <p>Suitable visibility should be provided at all accesses.</p> <p>Potential capacity issue at junction of A78 and Main Street. Junction Assessment may be required.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Adjacent to active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour	Yes

between 7am and 7pm on weekdays	
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No
Site within 800m of a rail station	Yes
Distance to town/local centre	Approx. 460m from Inverkip local centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Inverkip
Does a proven housebuilder have an interest in the site?	Yes - Econekt in association with Custom Build Homes
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde West as a moderate market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	Recent housebuilding activity in Inverkip, including at the Marina, suggest the site could be developed within the Plan period.

Key Agency Comments

Historic Environment Scotland	We note that this potential allocation proposes housing adjacent to the Ardgowan Inventory Designed Landscape (GDL21). We would expect that any development in this location is carefully designed to take into account impacts on the setting of the Inventory Designed Landscape.
Nature.Scot	No comment
Scottish Environment Protection Agency	Flood Risk: A substantial part of the site may lie within the 1 in 200 year floodplain. No development should take place within this area. Minor watercourse flows in proximity to allocation. Flood Risk Assessment required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted. Water Environment: No comment
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There is a potential flood risk associated with the site.

The site lies close to an LNCS and Garden and Designed Landscape.

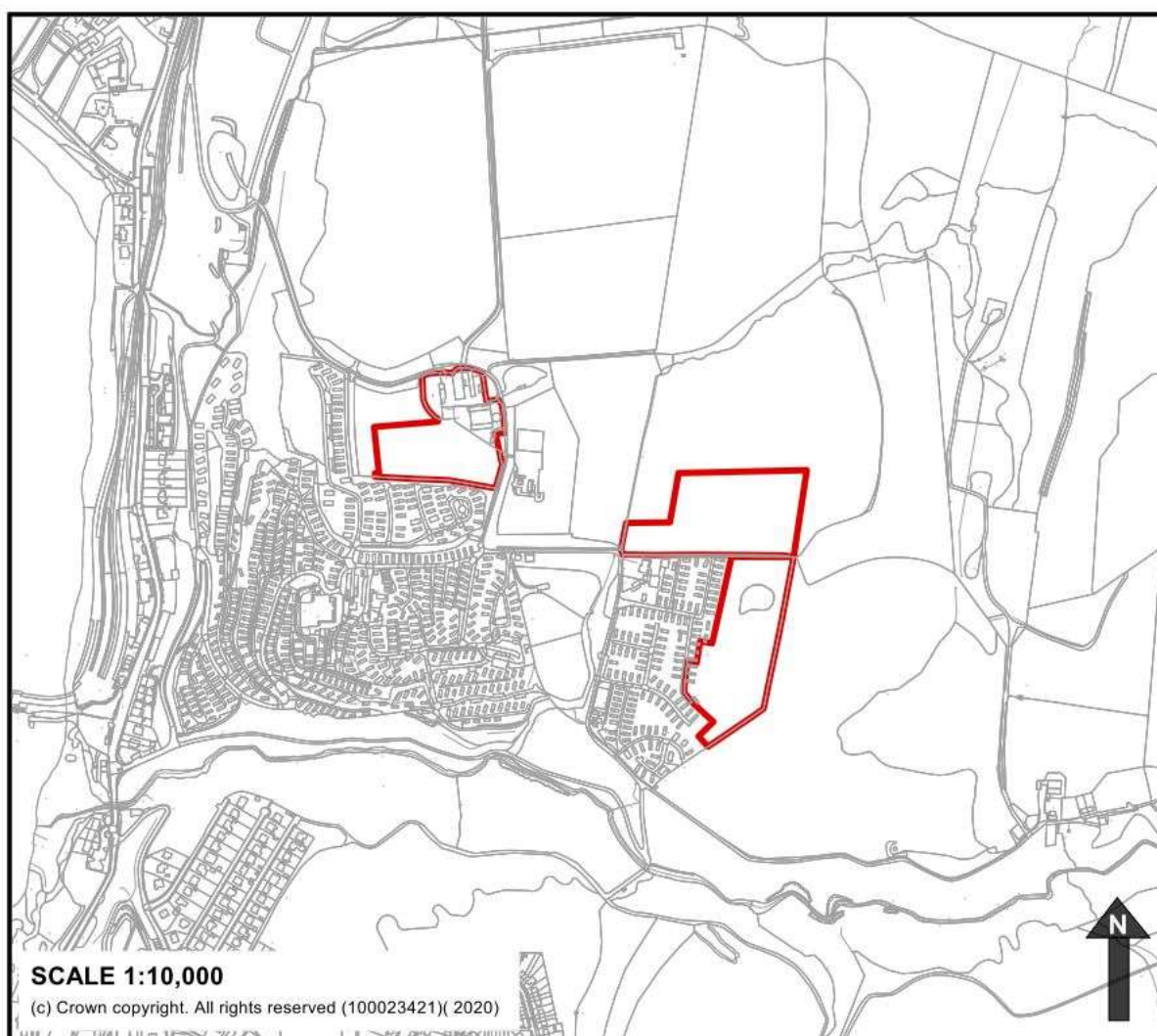
The site has proximity to a regular public transport service, including a train service.

Development of the site would be contained within the urban area.

The site is part of the Kip Marina area and sits adjacent to a boat storage yard, and separate from other residential development. There could be conflict between residential development on the site and marina activities. Further residential development at the marina should form part of an area wide masterplan. The site is not included as a preferred option in the Main Issues Report.

Site Details

Site name	Kelly Mains Farm
Settlement	Wemyss Bay
Call for Sites reference	CFS36
Site size (ha)	6.7
Current use	Part consented caravan/mobile home site and part agricultural
Existing LDP allocation	Greenbelt



Proposal

Submitted by	Pennine Leisure Ltd
Proposed Use	Caravan/mobile home site.
Number of houses/floorspace	Not identified

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from minor watercourse along site boundary. Surface water flood hazard identified. Potential adverse effects on sewerage capacity as site on the edge of the SNL area.

Biodiversity, Flora and Fauna	This site is composed of three pockets, all of which are within the Clyde Muirshiel Regional Park, with existing semi-natural woodland in the north-western pocket. Potential opportunities to incorporate nature-based tourism. Site in relatively close proximity to two Local Conservation Sites, but development unlikely to have significant effects.
Climatic Factors	Car travel and associated emissions will be minimised as the site is within 400m of a bus stop with regular service provision.
Air Quality	Short term adverse impact during construction phase, but unlikely to lead to the designation of an AQMA.
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	Site elevated and sloping. Potential for development to have an adverse impact on the setting of Muirshiel Regional Park.
Material Assets	Greenfield development
Cultural Heritage	Not in close proximity to any designated cultural heritage designations.
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Opportunities to link with adjacent active travel network. Site not accessible to local services – 1.9km.

Planning History

Planning Application History	Planning permission for caravan/mobile homes granted on western part – Ref: 19/0135/IC
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	The sites sits within the green belt.
Robustness of proposed boundary	The sites sit within the green belt

Transportation and Accessibility Assessment

Comment from Council's Roads Service	There is no publically adopted roads and the surrounding roads require upgrading. Self-certified flood risk assessment required in accordance with policy.
Active travel options	Adjacent to active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am	No

and 7pm on weekdays	
Site within 800m of a rail station	No
Distance to town/local centre	Approx. 1910m from Wemyss Bay local centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Wemyss Bay
Does a proven housebuilder have an interest in the site?	N/a
Is there evidence of housing demand/need in the area proposed?	N/a
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	N/a

Key Agency Comments

Historic Environment Scotland	No comment
Nature.Scot	This site is composed of three pockets, all of which are within the Clyde Muirshiel Regional Park. Development here is have an adverse impact on the setting of the Regional Park. If allocated, any development proposals will require careful consideration to ensure that it does not undermine the Park objectives. Existing semi-natural woodland in the north-western pocket should be retained and contribute to a landscape framework. There may also be opportunities to incorporate nature-based tourism.
Scottish Environment Protection Agency	<p>Flood Risk: A minor watercourse flows along the site boundary which could represent a potential flood risk. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. A surface water flood hazard has been identified and should be discussed with FRMA and Scottish Water. Appropriate surface water management measures should be adopted.</p> <p>Water Environment: Site located on edge of Inverclyde SNL area, even a small development out here could have implications for sewerage capacity</p>
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no technical constraints to the development of the site, although it is noted they are steeply sloping in parts. Flooding issues would need to be investigated.

The sites sit within Clyde Muirshiel Regional Park.

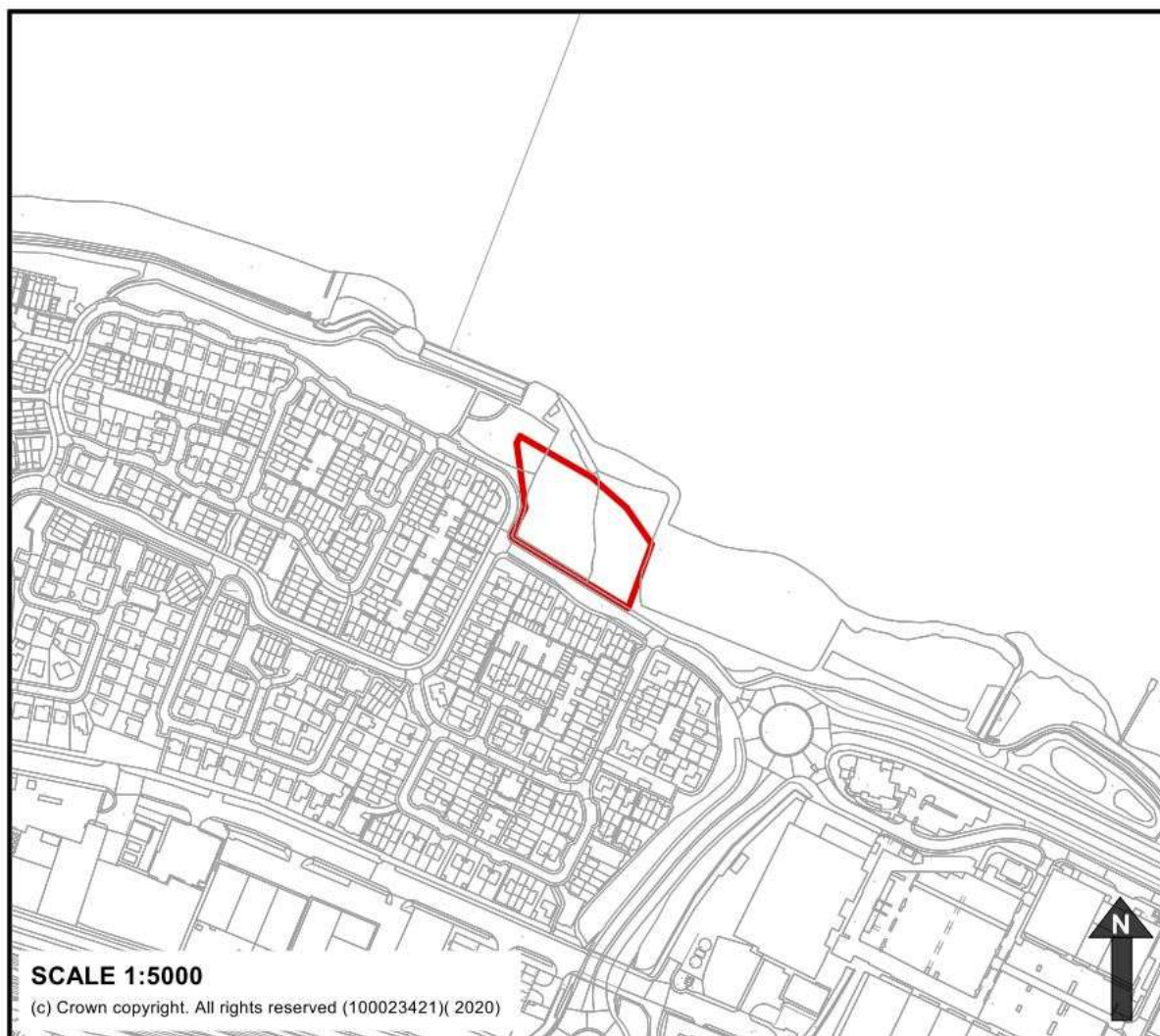
The sites are proposed for tourism use. Accessibility to the site for this sort of use is considered acceptable.

Development of the sites would further extend the adjacent holiday park into the green belt, and onto more elevated land.

The Main Issues Report seeks comments on the suitability of including these sites for tourism development in the Plan.

Site Details

Site name	Kingston Dock
Settlement	Port Glasgow
Call for Sites reference	CFS42
Site size (ha)	0.61
Current use	Open space
Existing LDP allocation	Open space



Proposal

Submitted by	Peel Land & Property (Ports) Ltd
Proposed Use	Residential
Number of houses/floorspace	19 units

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Small part of site within the medium/high coastal flood risk area.
Biodiversity, Flora and Fauna	No environmental designations within the site or in close proximity.
Climatic Factors	Car travel and associated emissions will be minimised as the site is within 400m of a bus stop with regular service provision.

Air Quality	Short term adverse impact during construction phase, but unlikely to lead to the designation of an AQMA.
Soils	No carbon rich soils or priority peatland within site. Development of brownfield land
Landscape	Site forms part of the public vista of the River Clyde and contributes to the setting of the Greenock waterfront. Development would have significant adverse effects on landscape setting.
Material Assets	Brownfield development
Cultural Heritage	Not in close proximity to any designated cultural heritage designations.
Population and Human Health	Development would result in the loss of open space. While new open space provision would be required, it is unlikely that the scenic location and value of the existing space could be replaced in close proximity to the site. Opportunities to link with adjacent active travel network. Site accessible to local services – 268m.

Planning History

Planning Application History	Planning application refused in 2019 – Ref: 18/0260/IC
Previous Plan - Reporters Comments	<p>This is a reclaimed brownfield site to the west of Port Glasgow, between the completed residential development at Kingston Dock and the Firth of Clyde. It is currently an open area, with no formal landscaping, with sweeping views of the Clyde to the east and west. It had originally been included in the site masterplan as an area for retail and commercial development, but in LDP 2014 the site was allocated as part of a larger residential opportunity with the reference r13. The site is now identified in this plan as open space under Policy 35, where the loss of open space is not supported unless open space of an equal or enhanced quality is provided within the development or its vicinity. The representation is seeking the continued inclusion of the site within Schedule 4 of the plan as a residential development opportunity, stating that it has already been identified as suitable for residential development; that it would be an opportunity to complete the development; that there is significant open space in the development already; it is required to maintain economic viability of the overall development; a change in the designation of the site could lead to a loss of confidence in other longer term regeneration projects; and that the site is of real interest to housebuilders. The council explains that since the development at Kingston Dock was completed and LDP 2014 adopted, Lithgow Way and Iron Way have become the northern boundary of the developed area, with the land to the north being open space and a buffer to the Firth of Clyde. The open space accommodates the waterfront cycle way and footpath and forms part of the setting of the Port Glasgow waterfront, affording views to the east and west on the Firth of Clyde. On my site visit, which was on a showery winter morning, I observed the use of the open space and the subject site. It was busy with both walkers and cyclists, with families and young children and appeared to be well used. The open views to the north, east and west across the Firth are a feature of the area and enhance the walking / cycle route and the open space itself. I also note the visually prominent nature of the site when approaching by cycle or on foot from the east and west and by car from the east. The site if developed would also be</p>

	<p>prominent in views south from the Firth. The potential negative impact on the viability of the site overall is not quantified or specified in the representation, however I appreciate that the removal of an allocation for a land use that generates income could be unsettling for owners and investors. In this instance, I am satisfied that the circumstances of the site, the pattern of completed development and value of the open space both visually and functionally provide justification for the change in plan allocation. LDP 14 had allocated the site as providing up to 140 private homes. Sufficient land has been allocated to meet the all-tenure housing land requirement for Inverclyde, for the whole of the plan period, without the inclusion of this site, a matter fully discussed at Issue 5 of this examination. I am satisfied that the site now performs an important open space function and visual setting for Port Glasgow and that its development for residential or indeed any other purpose would not be in the best interest of the Port Glasgow area and the site locality. I conclude that no amendment to the plan is required.</p>
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Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	<p>Suitable visibility should be provided at all accesses. To be designed in accordance with DMRB and National Roads Development Guide. Provide cycle links through the development to surrounding network.</p> <p>Provide pedestrian links to bus stops in neighbouring communities. Provide cycle links to the N75 Cycle Route. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Adjacent to active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am	Yes

and 7pm on weekdays	
Site within 800m of a rail station	Yes
Distance to town/local centre	Approx. 270m to Port Glasgow town centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Port Glasgow
Does a proven housebuilder have an interest in the site?	Yes
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	Yes. The adjoining area was recently successfully developed.

Key Agency Comments

Historic Environment Scotland	No comments
Nature.Scot	We recommend that nature-based solutions are integrated into the development design, providing multiple benefits including recreational space and climate change mitigation.
Scottish Environment Protection Agency	Flood Risk: A small part of this site lies within the 1 in 200 year coastal floodplain. No development should take place within this area. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. Water Environment: May be land contamination
Scottish Water	Comments to follow
Sportscotland	No comment
Strathclyde Partnership for Transport	Public transport accessibility information provided above.
Transport Scotland	No comment

Summary and conclusion

There are no known technical constraints to the development of the site. Potential flooding issues would need to be investigated.

There are no environmental designations affecting the site.

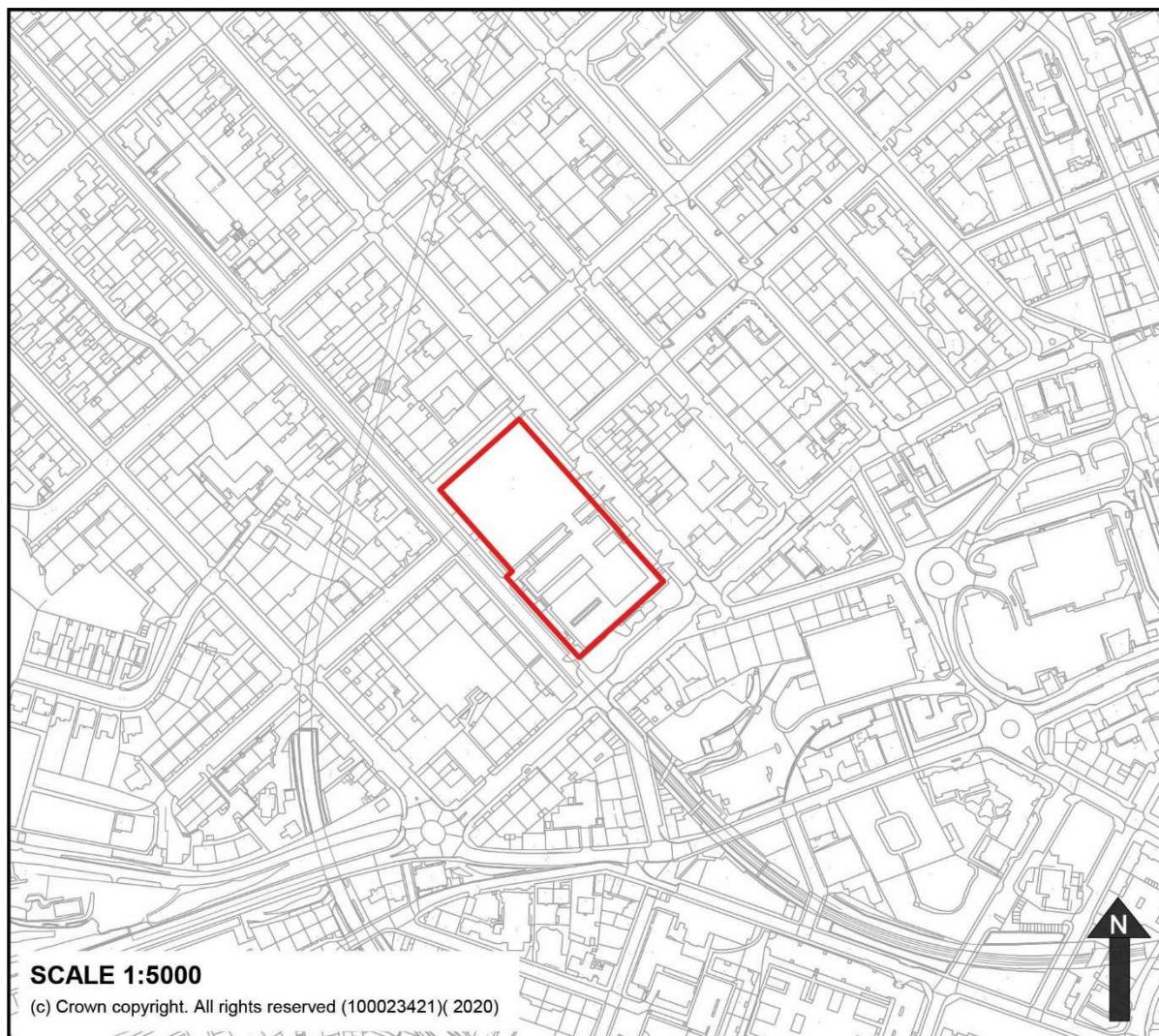
The site has proximity to a frequent public transport service, including a train service.

The site is brownfield within the urban area. It forms part of an undeveloped strip between the River Clyde and a residential area. Development of the site would impact on this open area.

The site is not included as a preferred option in the Main Issues Report.

Site Details

Site name	Finnart Street
Settlement	Greenock
Call for Sites reference	CFS43
Site size (ha)	1.15
Current use	College
Existing LDP allocation	Town centre



Proposal

Submitted by	West College Scotland
Proposed Use	Residential
Number of houses/floorspace	140 units

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Small area of medium surface water flood risk within central part of site.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to site.

Climatic Factors	Car travel and associated emissions will be minimised as site is within 400m of nearest bus stop and 800m of a train station, both with regular service provision.
Air Quality	Short term impact during construction phase, but unlikely to lead to designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Redevelopment of brownfield site
Landscape	No significant effects identified
Material Assets	Redevelopment of brownfield site
Cultural Heritage	In close proximity to two B listed buildings on Kelly Street.
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site 113m from core path network and adjacent to local services.

Planning History

Planning Application History	No recent planning applications
Previous Plan - Reporters Comments	<p>West College Scotland has made a submission objecting to the omission of the 1.6- hectare site at Finnart Street in Greenock town centre from the schedule of housing development opportunity sites in the plan. The proposed relocation of the college could mean that the site is available for development which could include housing. The council advises that the site has not been assessed through the plan process or Strategic Environmental Assessment, as it had not been submitted until the proposed plan consultation stage. The college has provided supporting information on its preferred option of relocating to a single campus at East India Dock and has representations to Issues 1, 4 and 10 of this examination. Conclusions on submissions to those Issues are found in the relevant sections of this report. In summary, it has been concluded that an educational institution is unlikely to be compatible with the preferred strategy of a mixed use development, due to the large scale land requirement. I find that as the site is within Greenock town centre, should it become available for redevelopment in the plan period, then housing is a use that would be acceptable subject to compliance with the policies of the plan. At present, there is no clear timeline for the relocation of the campus. I am satisfied that the site's current allocation in the plan does not preclude appropriate redevelopment including for housing. The principle of the relocation of the college is accepted and the council intends to include the proposed facility in the plan at Schedule 5 Community Facilities Opportunities, but with the actual location to be identified. This plan period is ten years. Site assembly, acquisition, consent and construction of such a project may take up to and beyond ten years, while the current facilities would need to remain operational until any new facility opened. The sale and consent process at the existing college sites could be concurrent, but site clearance and construction could not begin until the new facility was operational. Given the uncertainty that timeline presents, I find that inclusion in this plan as a housing development opportunity would not be appropriate without evidence that the site is or could become an</p>

	effective housing site in the plan period. I conclude that no modification to the plan is required.
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Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Comments will be included in assessment at Proposed Plan stage.
Active travel options	Approx. 110 from the active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	Yes
Site within 800m of a rail station	Yes
Distance to town/local centre	Within Greenock Town Centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Greenock
Does a proven housebuilder have an interest in the site?	No
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	Assuming the relocation of the College, it is anticipated that this site could be successfully developed in the period to 2032.

Key Agency Comments

Historic Environment Scotland	Comments will be included in assessment at Proposed Plan stage.
Nature.Scot	
Scottish Environment Protection Agency	
Scottish Water	
Sportscotland	

Strathclyde Partnership for Transport	
Transport Scotland	

Summary and conclusion

There are no known technical constraints to the development of the site.

There are no environmental designations affecting the site. It does sit close to listed buildings and the Greenock West End Conservation Area.

The site has proximity to a frequent public transport service, including a train service.

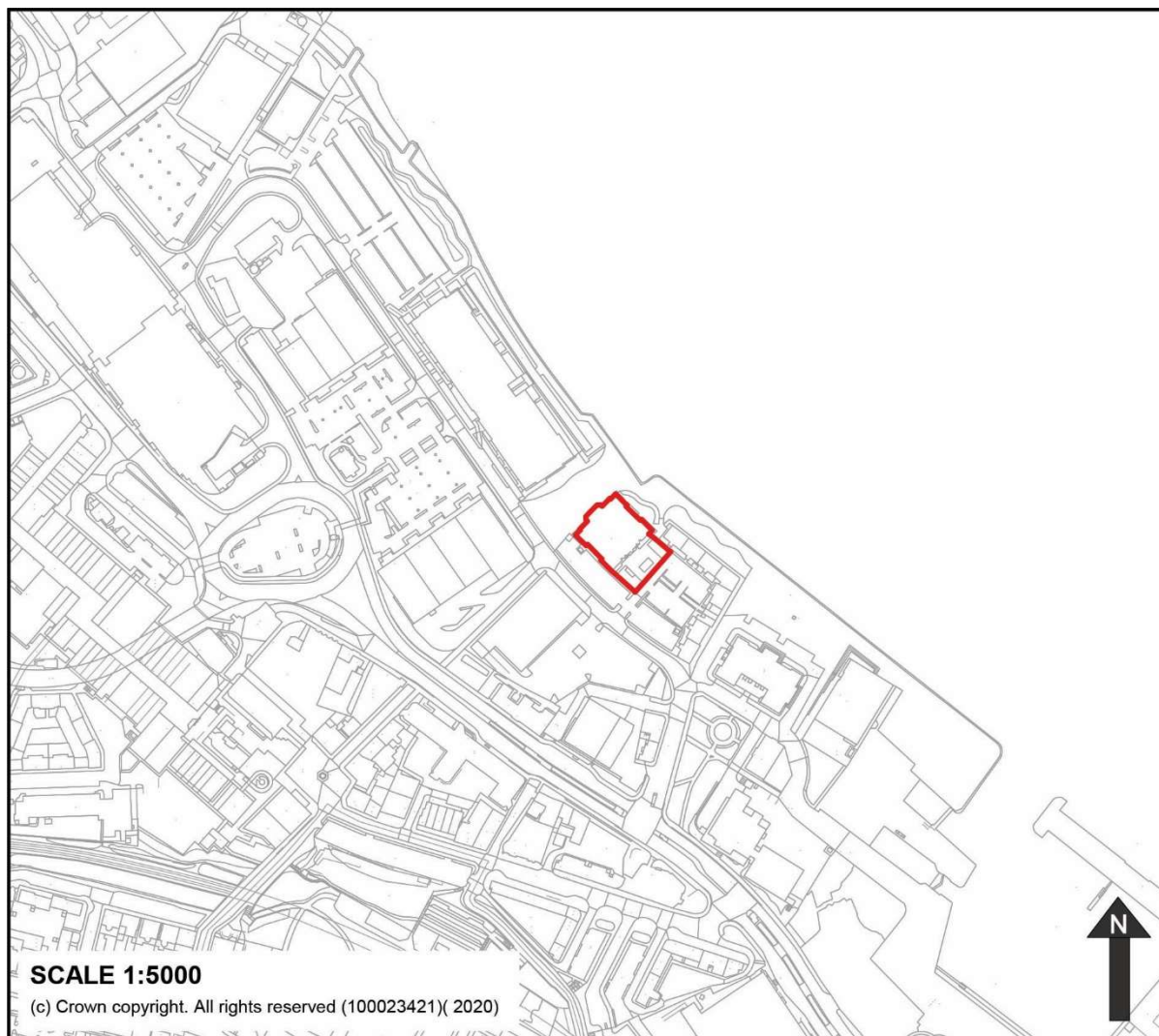
The site sits close to the popular Greenock west end residential area, and it is considered there would be market demand for development here.

The site presents an infill development in a central urban area.

The site is included as a preferred option in the Main Issues Report.

Site Details

Site name	Custom House Quay
Settlement	Greenock
Call for Sites reference	CFS44
Site size (ha)	0.22
Current use	College
Existing LDP allocation	Town Centre



Proposal

Submitted by	West College Scotland
Proposed Use	Residential
Number of houses/floorspace	65 units

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Adjacent to medium coastal and surface water flood risk areas and the Clyde Estuary Outer water body.
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to site.

Climatic Factors	Car travel and associated emissions will be minimised as site is within 400m of nearest bus stop with regular service provision.
Air Quality	Short term impact during construction phase, but unlikely to lead to designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Redevelopment of brownfield site
Landscape	Redevelopment of brownfield site in urban area
Material Assets	Redevelopment of brownfield land
Cultural Heritage	In close proximity to A and B listed buildings/features at Customhouse Place and Quay. Careful design required to ensure development does not impact on the setting of these assets.
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Opportunities to link with adjacent core path network. Site adjacent to Greenock Town Centre.

Planning History

Planning Application History	No recent applications
Previous Plan - Reporters Comments	<p>West College Scotland has made a submission objecting to the omission of its campus at Customhouse Way in Greenock Town Centre from the schedule of housing development opportunity sites in the plan. The proposed relocation of the college could mean that the site is available for development which could include housing. The council advises that the site has not been assessed through the plan process or Strategic Environmental Assessment, as it had not been submitted until the proposed plan consultation stage. The college has provided supporting information on its preferred option of relocating to a single campus at East India Dock and has representations to Issues 1, 4 and 10 of this examination. Conclusions on submissions to those Issues are found in the relevant section of this report. In summary, it has been concluded that an educational institution is unlikely to be compatible with the preferred strategy of a mixed use development, due to the large scale land requirement. I find that as the site is within Greenock Town Centre, should it become available for redevelopment in the plan period, then housing is a use that would be acceptable subject to compliance with the policies of the plan. At present, there is no clear timeline for the relocation of the campus. I am satisfied that the site's current allocation in the plan does not preclude appropriate redevelopment including for housing. The principle of the relocation of the college is accepted and the council intends to include the proposed facility in the plan at Schedule 5 Community Facilities Opportunities, but with the actual location to be identified. This plan period is ten years. Site assembly, acquisition, consent and construction of such a project may take up to and beyond ten years, while the current facilities would need to remain operational until any new facility opened. The sale and consent process at the existing college sites could be concurrent, but site clearance and construction could not begin until the new facility was operational. Given the uncertainty that timeline presents, I find that inclusion in this plan as a housing development opportunity would not be appropriate without evidence that the site is or could become an effective housing site in the plan period. I conclude that no modification to the plan is required.</p>

Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Will be included in assessment at Proposed Plan stage.
Active travel options	Adjacent to active travel network
Site within 400m of bus stop	Yes
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	Yes
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	Yes
Site within 800m of a rail station	Yes
Distance to town/local centre	Within Greenock town centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Greenock
Does a proven housebuilder have an interest in the site?	No
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	Recent housebuilding activity in Inverkip, including at the Marina, suggest the site could be developed within the Plan period.

Key Agency Comments

Historic Environment Scotland	Comments will be included in assessment at Proposed Plan stage.
Nature.Scot	
Scottish Environment	

Protection Agency	
Scottish Water	
Sportscotland	
Strathclyde Partnership for Transport	
Transport Scotland	

Summary and conclusion

There are no known technical constraints to the development of the site.

There are no environmental designations affecting the site. There are A-listed buildings nearby.

The site has proximity to a frequent public transport service, including a train service.

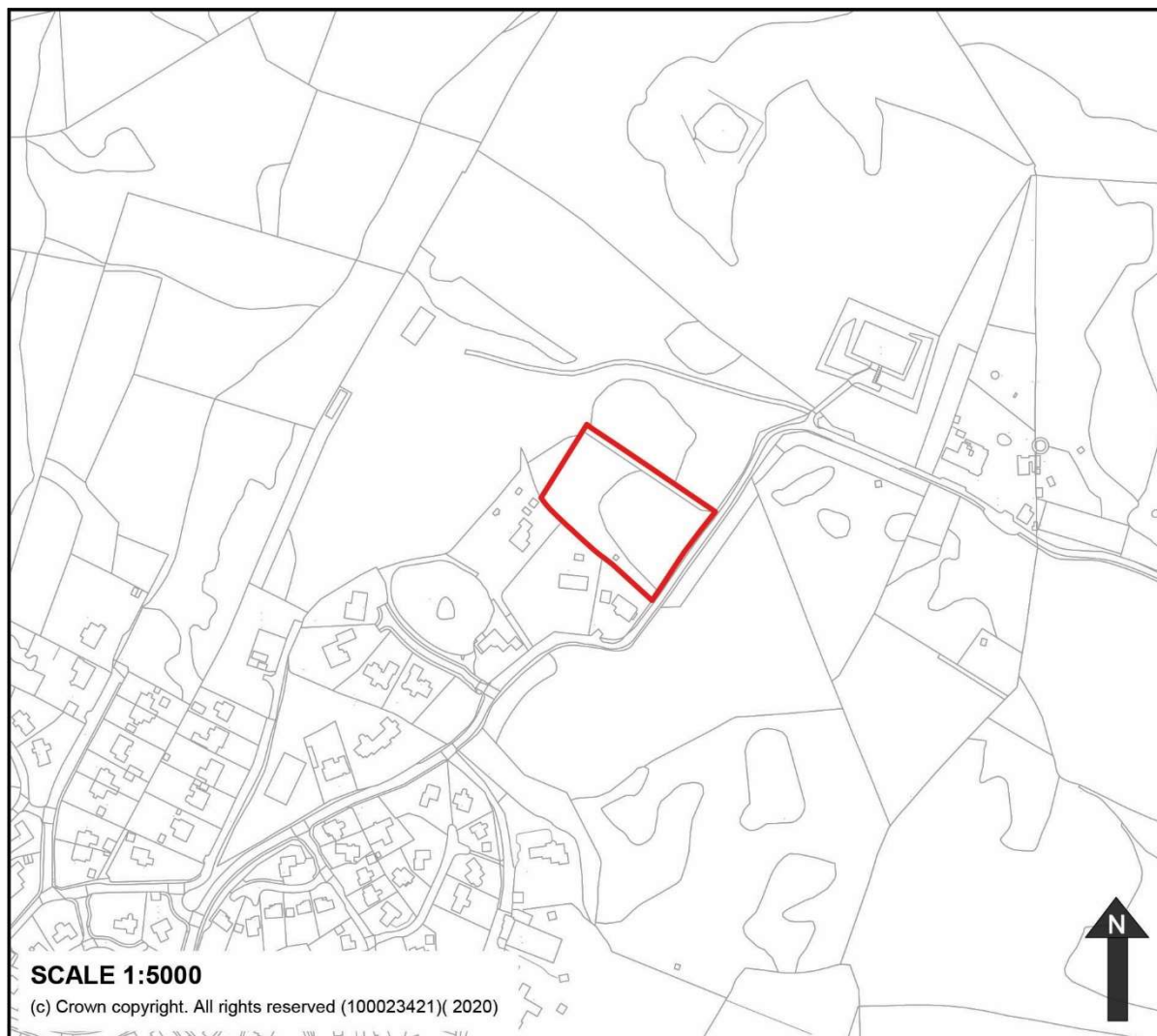
The site offers a development opportunity on the waterfront in a central area, and it is considered there would be market demand for development here.

The site presents an infill development in a central urban area.

The site is included as a preferred option in the Main Issues Report.

Site Details

Site name	Misty Law, West Glen Road
Settlement	Kilmacolm
Call for Sites reference	CFS45
Site size (ha)	0.72
Current use	Agricultural
Existing LDP allocation	Greenbelt



Proposal

Submitted by	Verbal
Proposed Use	Residential
Number of houses/floorspace	tbc

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No known effects
Biodiversity, Flora and Fauna	No environmental designations within site. Glen Moss SSSI lies to the south, but development unlikely to impact on it. Potential adverse effect on mature trees along site boundaries

Climatic Factors	Likely to increase car travel and associated emissions as site is 1.05km from nearest bus stop.
Air Quality	Short term impacts during the construction phase, but unlikely to lead to the designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	Site is relatively self-contained in landscape terms
Material Assets	Development of greenfield land
Cultural Heritage	Potential for adverse effects on Kirkbrae House, which is a scheduled monument in close proximity to the site.
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Site 266m from active travel network and within accessible distance of local services – 754m.

Planning History

Planning Application History	No recent planning applications
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	Formed by line of mature trees.
Robustness of proposed boundary	Site is enclosed by tall conifers

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Comments will be included in assessment at Proposed Plan stage.
Surrounding road network (Comment from Council's Roads Service)	Comments will be included in assessment at Proposed Plan stage.
Active travel options	Approx. 270m from active travel network
Site within 400m of bus stop	No
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	No
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	No

Site within 800m of a rail station	No
Distance to town/local centre	Approx. 750m from Kilmacolm town centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Kilmacolm
Does a proven housebuilder have an interest in the site?	No
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	The scale of development suggested could be delivered by 2024, although it is noted there is no specific developer attached to the site.

Key Agency Comments

Historic Environment Scotland	Comments will be included in assessment at Proposed Plan stage.
Nature.Scot	
Scottish Environment Protection Agency	
Scottish Water	
Sportscotland	
Strathclyde Partnership for Transport	
Transport Scotland	

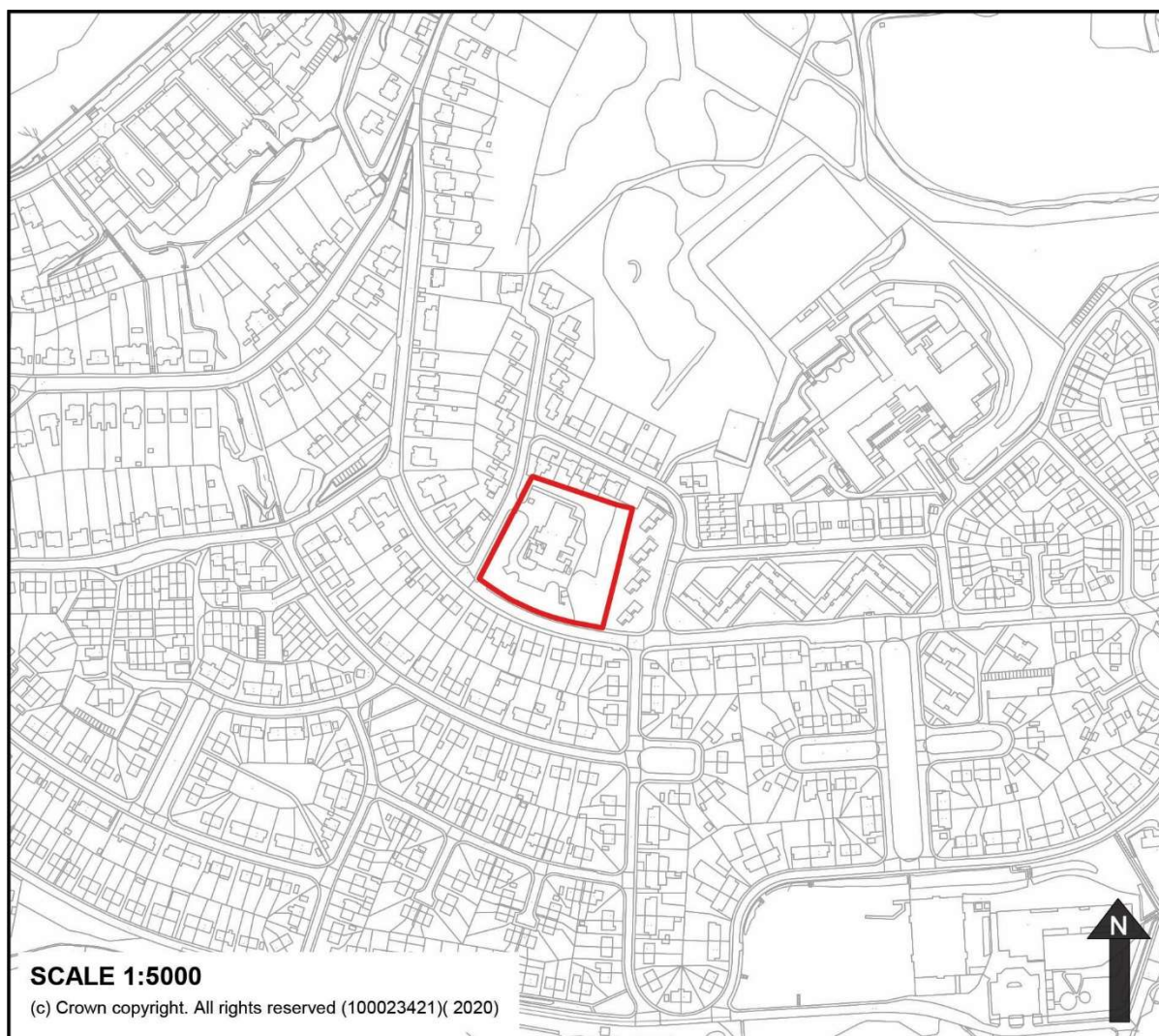
Summary and conclusion

<p>There are no known technical constraints to the development of the site.</p> <p>There are no environmental designations affecting the site.</p> <p>The site has no proximity to public transport services.</p> <p>The site is of a size that could be developed in the period to 2024, and would be likely to attract developer interest.</p> <p>Development would extend the built-up area northwards along West Glen Road. Although it would be contained by a conifer tree belt, this would not be a particularly robust boundary, meaning there could be pressure for further northern expansion.</p> <p>The site is not included as a preferred option in the Main Issues Report.</p>

Other Potential Development Sites

Site Details

Site name	McPherson Drive
Settlement	Gourock
Site reference	OS1
Site size (ha)	0.72
Current use	Vacant buildings
Existing LDP allocation	Residential Area



Proposal

Submitted by	Internal
Proposed Use	Residential
Number of houses/floorspace	22 houses

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No significant effects identified
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to site. Trees along eastern, southern and western boundaries.

Climatic Factors	Car travel and associated emissions will be minimised as site is within 400m of nearest bus stop with regular service provision.
Air Quality	Short term impact during construction phase, but unlikely to lead to designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Re-development of brownfield site
Landscape	Redevelopment of existing site/buildings unlikely to have any significant effects.
Material Assets	Re-development brownfield land.
Cultural Heritage	No known impact on cultural heritage assets identified
Population and Human Health	Development would be required to contribute to green infrastructure provision, which includes open space. No impact on active travel network, which is 471m from nearest core path. Site accessible to local services – within 986m.

Planning History

Planning Application History	Planning application pending – Ref: 20/0099/IC
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Comments will be included in assessment at Proposed Plan stage.
Active travel options	Approx. 470m from the active travel network
Site within 400m of bus stop	Information to follow
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	
Site within 800m of a rail station	
Distance to town/local centre	Approx. 990m from Gourock town centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Gourrock
Does a proven housebuilder have an interest in the site?	Yes
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde West as a moderate market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	Yes, it is considered that the site could deliver houses by 2024.

Key Agency Comments

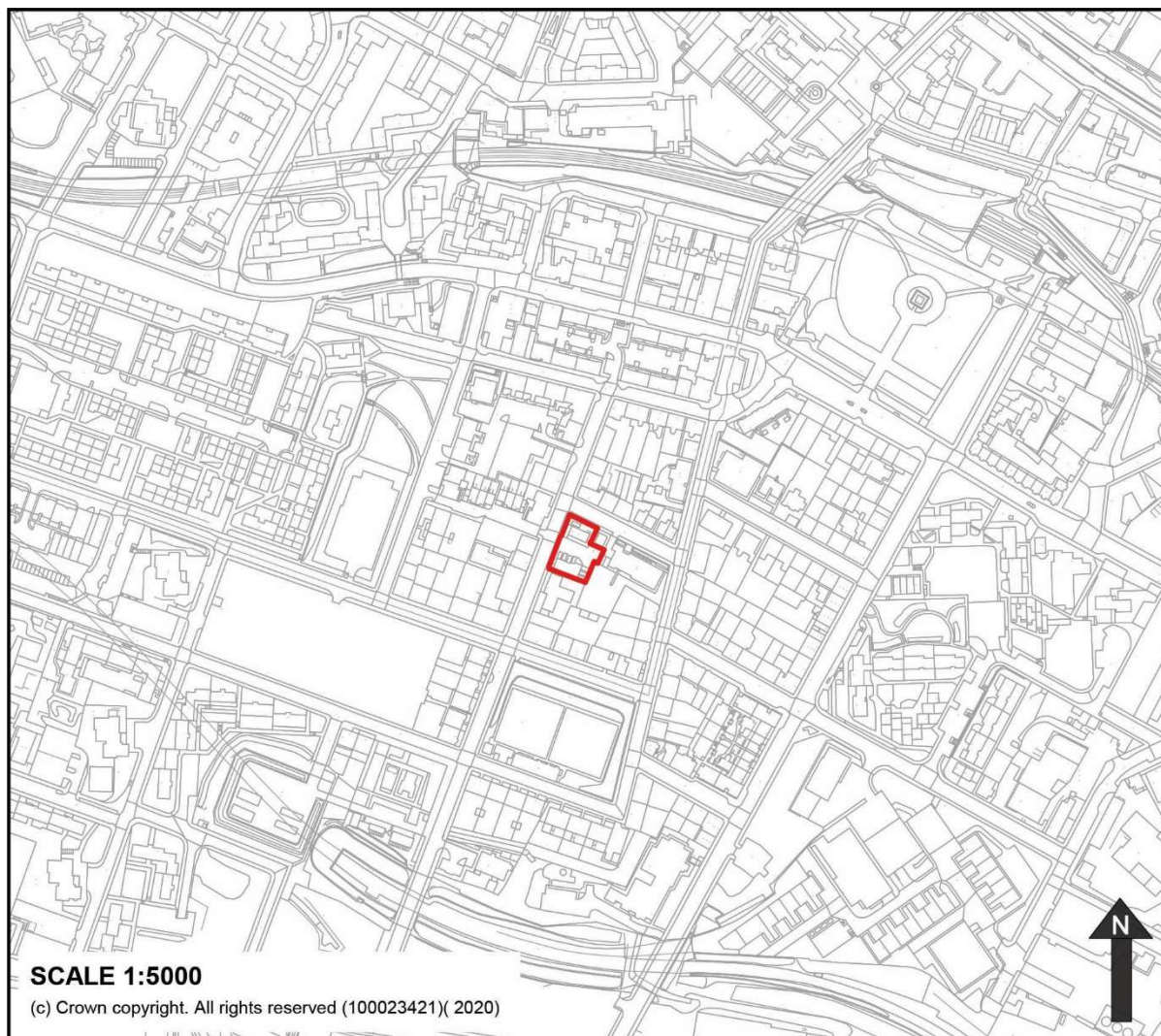
Historic Environment Scotland	Comments will be included in assessment at Proposed Plan stage.
Nature.Scot	
Scottish Environment Protection Agency	
Scottish Water	
Sportscotland	
Strathclyde Partnership for Transport	
Transport Scotland	

Summary and conclusion

<p>There are no known technical constraints to the development of the site.</p> <p>There are no environmental designations affecting the site. Mature tree cover is noted.</p> <p>Accessibility to public transport provision is still to be assessed.</p> <p>An active housebuilder has submitted a planning application for the site and it is considered the site can deliver housing in the short-term.</p> <p>Development of the site would be infill development in the urban area.</p> <p>The site is included as a preferred option in the Main Issues Report.</p>
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Site Details

Site name	Mearns Street
Settlement	Greenock
Site reference	OS4
Site size (ha)	0.1
Current use	Scout hut
Existing LDP allocation	Residential Area



Proposal

Submitted by	Internal
Proposed Use	Residential
Number of houses/floorspace	TBC

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No significant impacts identified
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to site.
Climatic Factors	Car travel and associated emissions will be minimised as site is within 400m of nearest bus stop with regular service provision

Air Quality	Short term impact during construction phase, but unlikely to lead to designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Redevelopment of brownfield land
Landscape	Redevelopment of this largely vacant brownfield site is likely to have a positive impact on the local urban landscape
Material Assets	Re-use of brownfield site.
Cultural Heritage	In close proximity to a B Listed building on Bank Street
Population and Human Health	Development would be required to contribute to green infrastructure provision, which includes open space. No impact on active travel network, which is 271m from nearest core path. Site accessible to local services – within 289m.

Planning History

Planning Application History	No recent applications
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Comments will be included in assessment at Proposed Plan stage.
Active travel options	Approx. 270m from the active travel network
Site within 400m of bus stop	Information to follow
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	
Site within 800m of a rail station	
Distance to town/local centre	Approx. 289m from Lymington local centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
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Local services (education and health)	Available in Greenock
Does a proven housebuilder have an interest in the site?	No
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	Development would be more likely in the 2024-2032 period.

Key Agency Comments

Historic Environment Scotland	Comments will be included in assessment at Proposed Plan stage.
Nature.Scot	
Scottish Environment Protection Agency	
Scottish Water	
Sportscotland	
Strathclyde Partnership for Transport	
Transport Scotland	

Summary and conclusion

There are no known technical constraints to the development of the site.

There are no environmental designations affecting the site.

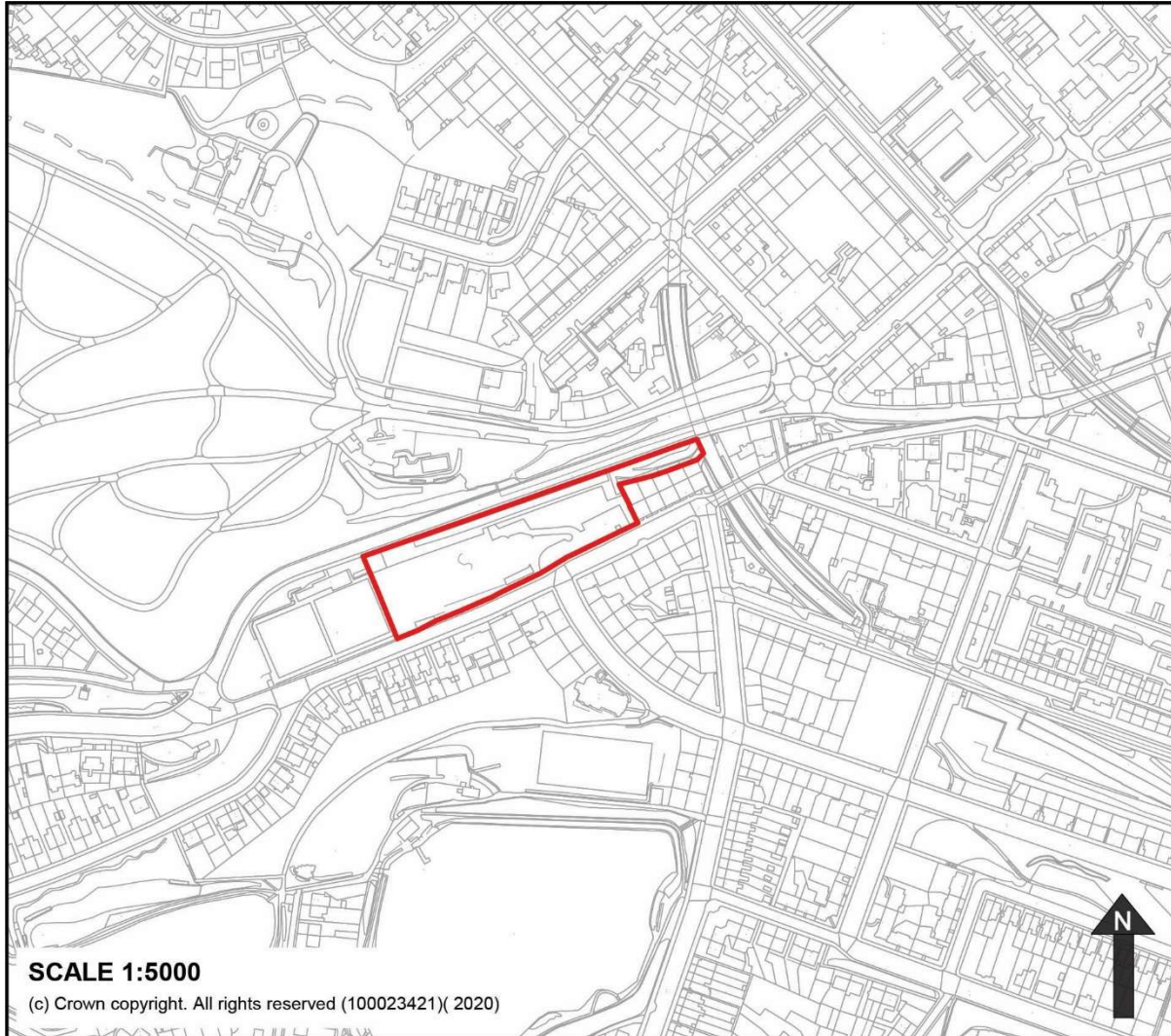
The accessibility of the site to public transport is still to be investigated.

There could be interest in developing the site from a private or RSL developer, but this would likely be after 2024.

Infill site within the urban area.

The site is included as a preferred option in the Main Issues Report.

Site name	Brachelston Street
Settlement	Greenock
Site reference	OS5
Site size (ha)	1.04
Current use	Vacant land, partially in use as Inverclyde Pollinator Corridor project
Existing LDP allocation	Open space



Proposal

Submitted by	Internal
Proposed Use	Community facility
Number of houses/floorspace	n/k

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to site. The biodiversity value of the site has been increased significantly in recent years through the Inverclyde Pollinator project Development

	of the whole site would likely have significant adverse effects on biodiversity within the urban area.
Climatic Factors	Car travel and associated emissions will be minimised as site is within 400m of nearest bus stop with regular service provision.
Air Quality	Short term impact during construction phase, but unlikely to lead to designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Redevelopment of brownfield site
Landscape	Redevelopment of the whole site is likely to have both positive and negative effects as part of site is derelict, while other parts benefit from landscape features implemented through the Inverclyde Pollinator project.
Material Assets	Re-development of brownfield site
Cultural Heritage	Not in close proximity to any designated cultural heritage assets.
Population and Human Health	Development would be required to contribute to green infrastructure provision, which includes open space. Site is 120m from the active travel network and accessible to local services – 163mm.

Planning History

Planning Application History	No recent applications
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Comments will be included in assessment at Proposed Plan stage.
Active travel options	Approx. 120m from the active travel network
Site within 400m of bus stop	Information to follow
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	
Site within 800m of a rail station	

Distance to town/local centre	Approx. 160m to Greenock town centre
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Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Greenock
Does a proven housebuilder have an interest in the site?	N/a
Is there evidence of housing demand/need in the area proposed?	N/a
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	N/a

Key Agency Comments

Historic Environment Scotland	Comments will be included in assessment at Proposed Plan stage.
Nature.Scot	
Scottish Environment Protection Agency	
Scottish Water	
Sportscotland	
Strathclyde Partnership for Transport	
Transport Scotland	

Summary and conclusion

There are no known technical constraints to the development of the site. It is common good land, and this matter is being progressed by the Council.

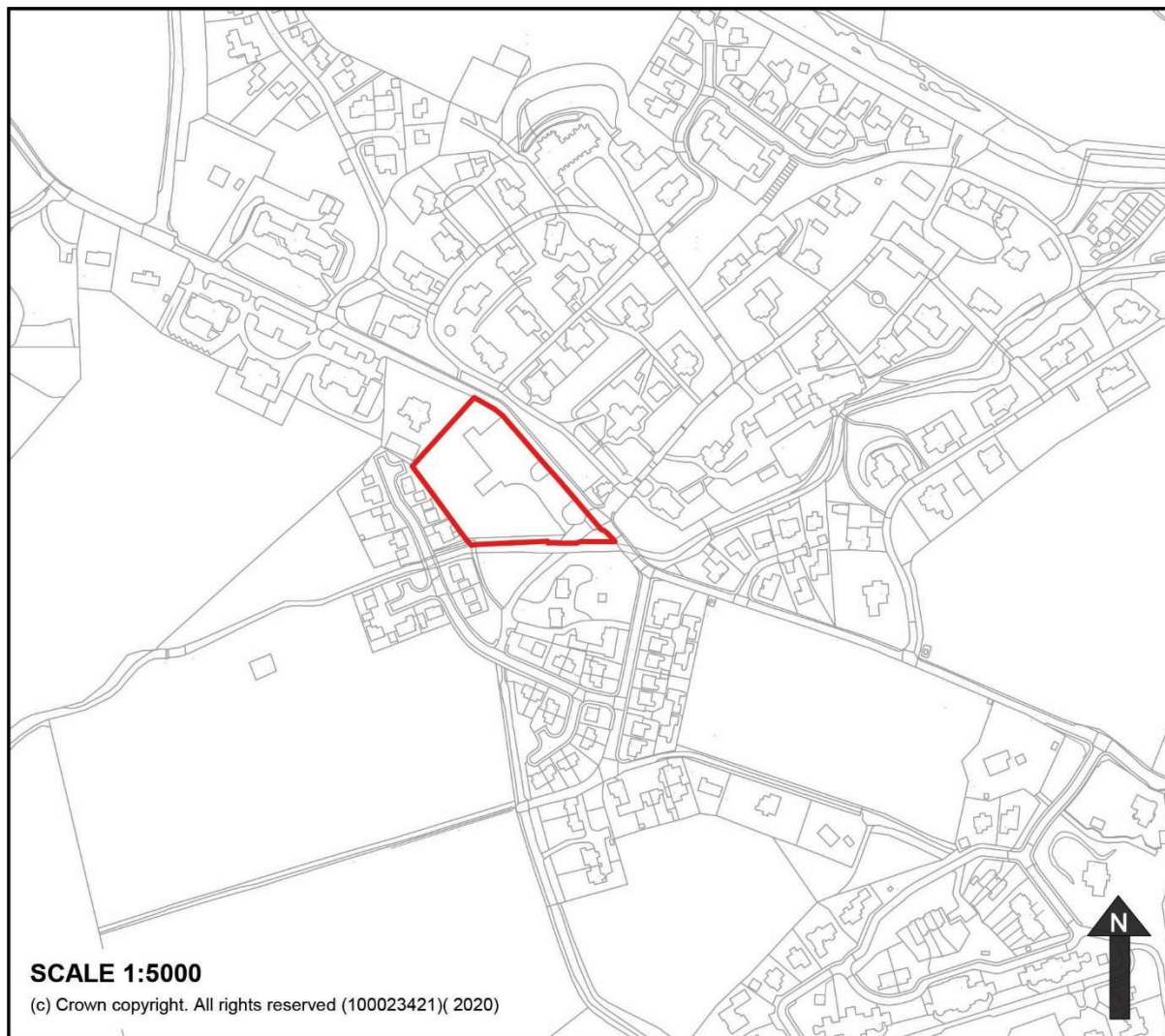
There are no environmental designations affecting the site.

Public transport accessibility is still to be investigated, but the site is centrally located.

Infill. Brownfield site within the urban area.

The Main Issues Report sets out a preferred option to include the site as a community facility opportunity.

Site name	Craigbet Road
Settlement	Quarrier's Village
Site reference	OS7
Site size (ha)	0.29
Current use	Vacant building – former residential care home
Existing LDP allocation	Residential Area



Proposal

Submitted by	Internal
Proposed Use	Residential
Number of houses/floorspace	8 houses

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium/high river flood risk with southern part of site
Biodiversity, Flora and Fauna	No environmental designations within or in close proximity to site. Potential adverse impact on mature trees along southern boundary
Climatic Factors	Within 400m of a bus stop, but service provision very limited.
Air Quality	Short term impact during construction phase, but unlikely to lead to designation of an AQMA

Soils	No carbon rich soils or priority peatland within site. Re-use of brownfield land
Landscape	Redevelopment of this vacant brownfield site likely to have a positive effect on local urban landscape.
Material Assets	Re-use of brownfield land
Cultural Heritage	Potential for adverse effects as site is adjacent to the Quarrier's Homes Conservation Area and a number of listed buildings. Careful consideration of siting and design required.
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Opportunities to link with nearby core path network. Site not accessible to local services – 3.67km.

Planning History

Planning Application History	Planning application is pending - Ref:20/0088/IC
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	n/a
Robustness of proposed boundary	n/a

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Comments will be included in assessment at Proposed Plan stage.
Active travel options	Approx. 50m from the active travel network
Site within 400m of bus stop	Information to follow
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	
Site within 800m of a rail station	
Distance to town/local centre	Approx. 3680m from Kilmacolm local centre

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
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Local services (education and health)	Available in Kilmacolm
Does a proven housebuilder have an interest in the site?	Yes
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm and Quarrier's Village as a strong market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	Yes, some development of the site before 2024 could be expected.

Key Agency Comments

Historic Environment Scotland	Comments will be included in assessment at Proposed Plan stage.
Nature.Scot	
Scottish Environment Protection Agency	
Scottish Water	
Sportscotland	
Strathclyde Partnership for Transport	
Transport Scotland	

Summary and conclusion

There are no known technical constraints to the development of the site. Flooding issues would need to be investigated.

There are no environmental designations affecting the site. The site sits close to the Quarrier's Homes conservation area.

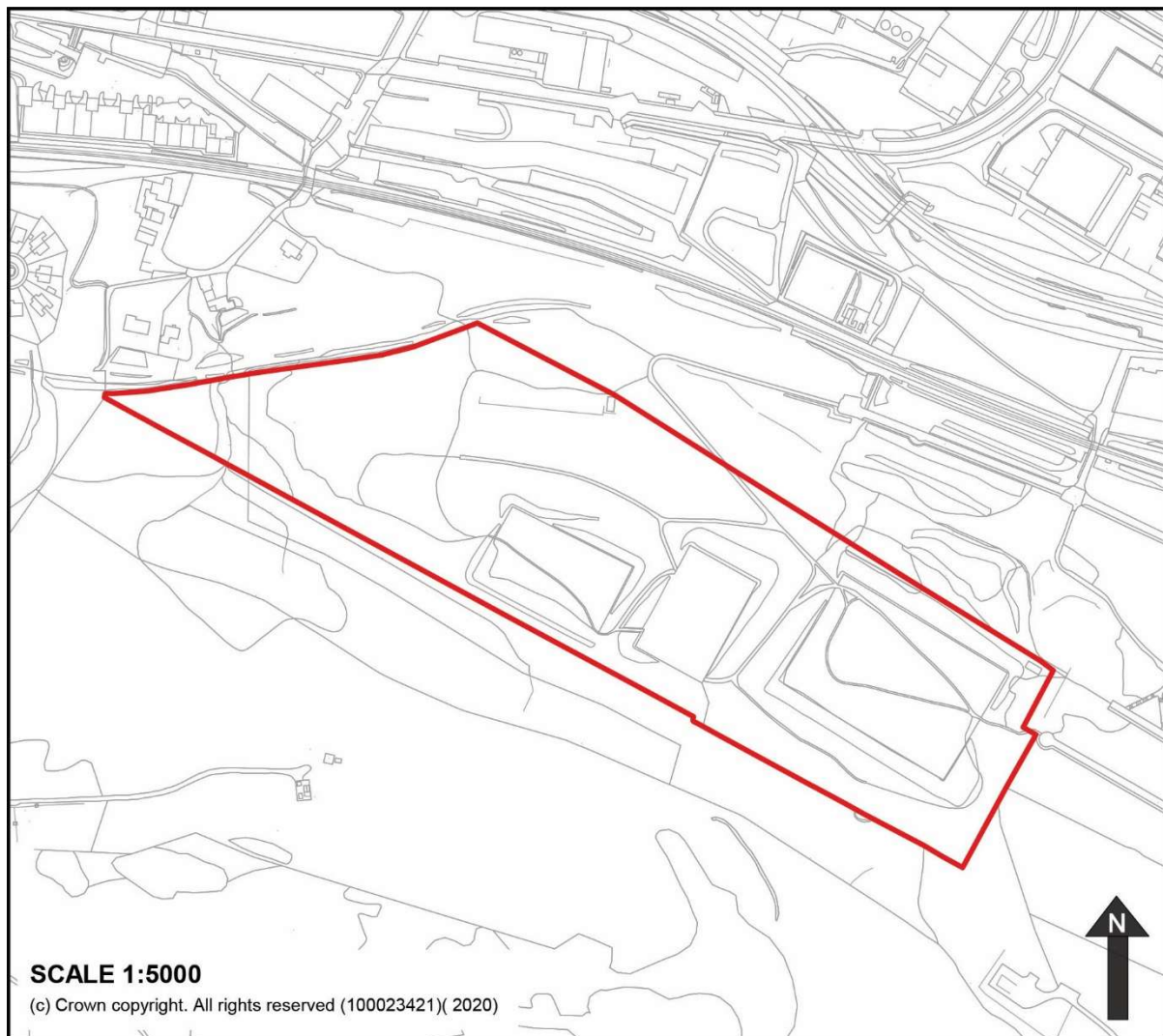
The site does not have proximity to a regular public transport service.

The site is the subject of a planning application for residential development, and if approved development could be expected before 2024.

Infill, brownfield site within village boundary.

The Main issues report includes the site as a preferred opportunity.

Site name	KGV playing fields
Settlement	Greenock
Site reference	OS9
Site size (ha)	9.31
Current use	Vacant land
Existing LDP allocation	Open space



Proposal

Submitted by	Internal
Proposed Use	Residential
Number of houses/floorspace	100

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Small area of medium/high surface water flood risk within south west corner of site.
Biodiversity, Flora and Fauna	Potential for adverse effects on Whinhill LNCS, which is adjacent to the site, and on scattered areas of semi-natural

	woodland. Impact on protected species not known. Opportunities to enhance habitat connectivity / green networks.
Climatic Factors	Car travel and associated emissions will be minimised as site is within 400m of nearest bus stop and 800m of a train station, both with regular service provision.
Air Quality	Short term impact during construction phase, but unlikely to lead to designation of an AQMA
Soils	No carbon rich soils or priority peatland within site. Development of greenfield land
Landscape	Potential for adverse effects as site is elevated. Careful consideration of siting and design required.
Material Assets	Greenfield development
Cultural Heritage	No known impacts
Population and Human Health	Development would be required to contribute to green infrastructure provision, including open space. Opportunities to link with adjacent core path network and contribute to the enhancement of the green network. Site not accessible to local services.

Planning History

Planning Application History	No recent applications
Previous Plan - Reporters Comments	n/a

Green Belt boundary issues

Robustness of existing boundary	The southern edge of the site forms the green belt boundary which is linear at this location.
Robustness of proposed boundary	A robust boundary would have to be created.

Transportation and Accessibility Assessment

Comment from Council's Roads Service	Comments will be included in assessment at Proposed Plan stage.
Active travel options	Information to follow
Site within 400m of bus stop	
Site within 400m of bus stop with at least 1 bus per hour between 7am and 7pm on weekdays	
Site within 400m of bus stop with at least 6 buses per hour between 7am and 7pm on weekdays	

Site within 800m of a rail station	
Distance to town/local centre	

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	Comments to follow
Local services (education and health)	Available in Greenock
Does a proven housebuilder have an interest in the site?	No
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as a poor market area (2016).
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024 or 2032?	As part of a wider Priority Place, which is to be the subject of a masterplan, it is considered housing could be delivered in the post-2024 period.

Key Agency Comments

Historic Environment Scotland	Comments will be included in assessment at Proposed Plan stage.
Nature.Scot	
Scottish Environment Protection Agency	
Scottish Water	
Sportscotland	
Strathclyde Partnership for Transport	
Transport Scotland	

Summary and conclusion

There are no known technical constraints to the development of the site. It could not be developed in isolation, and would likely be the later phase of a wider development.

An LNCS covers part of the site, and sits adjacent to the remainder.

Public transport accessibility is still to be investigated, but it is noted to site near to a rail station and bus routes.

It is considered that the site could be made more attractive to developers through its identification as a Priority Place and inclusion in a wider masterplan for the area.

The site is within the urban area and a robust green belt boundary could be created. It sits higher than adjoining developed land meaning care will need to be taken re impact of its development on the landscape.

The site is included as a preferred option in the Main Issues Report.

The logo for Inverclyde Council, featuring the word "Inverclyde" in a large, white, serif font, with the word "council" in a smaller, white, sans-serif font directly beneath it. The background is a dark teal color with a large, lighter teal circular shape behind the text.

Inverclyde
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