

Inverclyde  
council  
**LOCAL  
DEVELOPMENT  
PLAN**

**MAIN ISSUES REPORT**  
MARCH 2017



**BUSINESS AND INDUSTRY  
BACKGROUND REPORT**

## Introduction

This report summarises and reviews the Business and Industrial Land supply for Inverclyde, with the aim of informing the preparation of the next Local Development Plan (LDP2). The land supply is based on the 2014 Local Development Plan, specifically Policy ECN2 (page 27) and the development opportunities identified in Schedule 4.1 (page 31), with the 2016 Business and Industry Survey providing the latest position <http://www.inverclyde.gov.uk/planning-and-the-environment/planning-policy/development-planning/land-surveys>.

The report is structured as follows:

- Summary and analysis of business and industrial land supply
- Current and forecasted future demand
- Assessment of business and industrial development opportunities identified in the LDP

## Summary and Analysis of Business and Industrial Land Supply

As shown in Table 1 below, there was a total of 37.6ha of business and industrial land available for development on 31<sup>st</sup> March 2016, with 28.07ha being marketable and 9.53ha non-marketable. Figure 1 provides a breakdown of the land supply for each of the previous five years.

*Table 1 Summary of Business and Industrial Land Supply 2016*

Category	No. Sites	Area (ha)	% of Total Supply Area
1 - Marketable	5	22.79	60.6%
2 - Potential Marketable	5	5.28	14%
<b>Total Marketable Supply</b>	<b>10</b>	<b>28.07</b>	<b>74.6%</b>
3 - Remain in Industry	6	4.22	11.2%
4 - Reserved sites	4	5.31	14.1
<b>Total Non-Marketable</b>	<b>10</b>	<b>9.53</b>	<b>25.3</b>
<b>Total Supply</b>	<b>20</b>	<b>37.6</b>	<b>100%</b>

*Figure 1 Business and Industrial Land Supply 2012 - 2016*

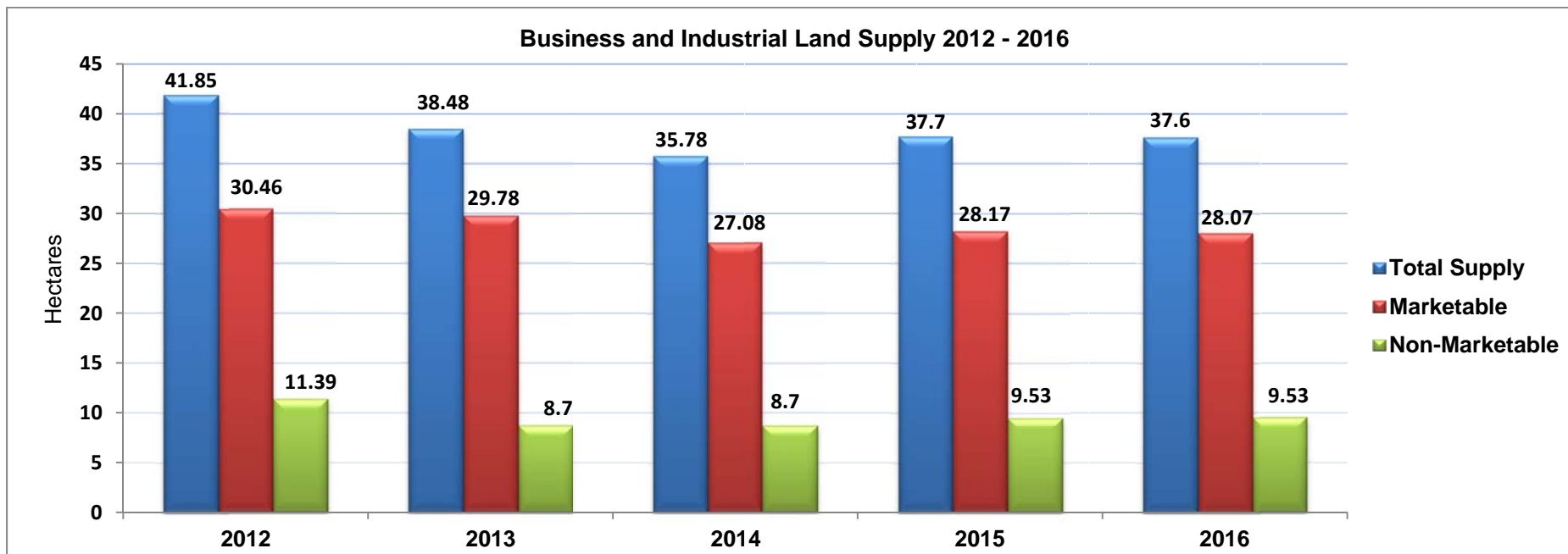


Table 2 shows that Greenock has 85% of the total land supply, with Port Glasgow accounting for 14.8%.

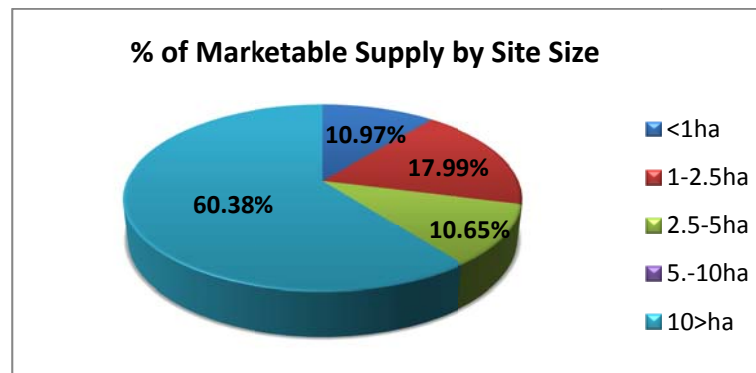
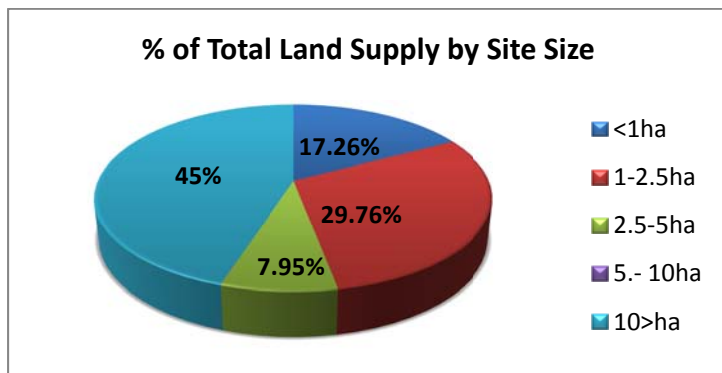
Table 2 Business and Industrial Land Supply by Settlement

Category	Greenock			Port Glasgow		
	No. Sites	Area (ha)	% of Total Area	No. Sites	Area (ha)	% of Total Area
Marketable	5	22.5	80.1%	5	5.57	19.8%
Non-Marketable	10	9.53	100%	0	0	0
<b>Total Supply</b>	15	32.03	85.1%	5	5.57	14.8%

As shown in Figure 2, the majority of the total land supply is comprised of sites between 1 - 2.5ha and over 10ha. With regard to the marketable supply, Figure 3 shows that a single site of 16.95ha (Spango Valley South) accounts for 60.38% of the supply.

Figure 2 Percentage of Total Land Supply by Site Size

Figure 3 Percentage of Marketable Supply by Site Size



### Inverclyde Business and Industrial Land Supply Update

A number of changes have been made to the business and industrial land supply since the LDP was published in 2014, either due to development being completed or amendments to site boundaries following from new information. Table 3 below identifies all the sites in the 2014 land supply, subsequent changes and site areas as at 31<sup>st</sup> March 2016.

Table 3

Category	Location	Land Supply Ref:	Name	2014 Site Area (ha)	Change (ha)	2016 Site Area (ha)
<b>1 – Marketable</b>	Greenock	IC71c	CARTSBURN (LANDWARD EAST 1), RUE END STREET	0.3		0.3
	Greenock	IC144	FMR KINCAIDS, MAIN STREET	1.36		1.36
	Greenock	IC78	ST MUNGO'S SCHOOL, PORT GLASGOW ROAD, GREENOCK	0.1	-0.1	0
	Greenock	IC148	INCHGREEN	2.99		2.99
	Port Glasgow	IC140	PHASE II, KELBURN BUSINESS PARK	1.19		1.19
	Greenock	IC147	SPANGO VALLEY (SOUTH)	16.95		16.95
<b>2 – Potential Marketable</b>	Port Glasgow	IC30	MUIRSHIEL ROAD	0.66		0.66
	Greenock	IC149	BOGSTON LANE	n/a	+0.24	0.24
	Greenock	IC141	FMR BT DEPOT, REGENT ST	0.9		0.9
	Port Glasgow	IC02	AUCHINLECK LANE, PORT GLASGOW IND EST 2,	2.51	-0.01	2.50
	Port Glasgow	IC150	BOUVERIE STREET	n/a	+0.98	0.98
	Greenock	IC15/1	Pottery Street (North)	0.23	-0.23	0
<b>3 – Remain in Industry</b>	Greenock	IC52/a(i)	INGLESTON (WEST)	0.27		0.27
	Greenock	IC146	CORPORATION YARD, CRESCENT STREET	0.37		0.37

	Greenock	IC73	FULLARTON LANE	0.94		0.94
	Greenock	IC131	FMR TATE & LYLE, DRUMFROCHAR ROAD (SOUTH EAST)	1.97	-0.07	1.9
	Greenock	IC137	FMR TATE & LYLE, DRUMFROCHAR ROAD (NORTH EAST)	0.25		0.25
	Greenock	IC143	FMR TATE & LYLE (NORTH WEST), DRUMFROCHAR ROAD	0.49		0.49
<b>4 – Reserved Sites</b>	Greenock	IC145	FMR NATIONAL SEMICONDUCTORS BUI 'B', LARKFIELD IE	0.88	+0.9	1.78
	Greenock	138	FMR TATE AND LYLE SITE	0.64		0.64
	Greenock	IC59b	SINCLAIR STREET SIDINGS	2.46		2.46
	Greenock	IC71a	CARTSBURN (RIVERSIDE EAST)	0.43		0.43
<b>Total</b>				<b>35.89</b>	<b>+1.71</b>	<b>37.6</b>

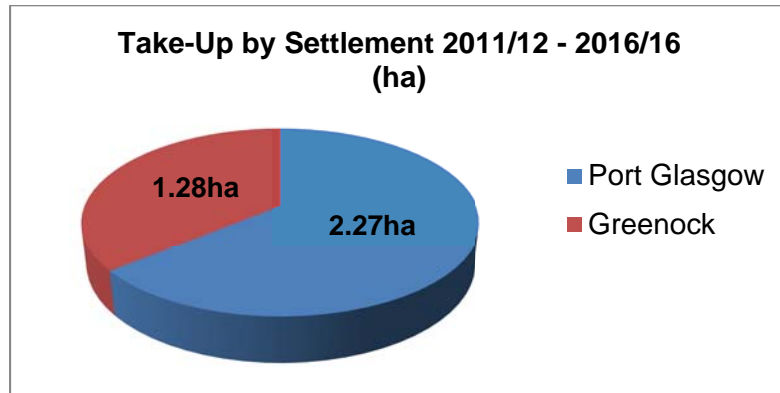
#### Current and Forecasted Future Demand

Since 2011/12, there has been limited take up of business and industrial land. Table 4 shows that four sites, totalling 3.55ha, have been developed in this period, with 0.78ha within the Inverclyde Waterfront Strategic Economic Investment Location (SEIL). No take up was recorded in 2011/12 and 2014/15. Figure 4 shows that 36.05% of the 5yr take up was within Greenock, with 63.94% within Port Glasgow.

Table 4

Year	No. Sites	Land Supply Ref	Site Name	Settlement	Area (ha)	SEIL (ha)
2011/12	-	-	-	-	-	-
2012/13	1		Riverside Business Park	Greenock	0.68	0.68
2013/14	2		James Watt Dock	Greenock	0.5	-
			Kelburn Business Park	Port Glasgow	2.27	-
2014/15	-	-	-	-	-	-
2015/16	1		Riverside Business Park	Greenock	0.1	0.1
<b>Totals</b>	<b>4</b>				<b>3.55</b>	<b>0.78</b>

Figure 4



The 10yr demand shown in Table 5, which is derived from the previous 5 year take up x 2, shows that Inverclyde continues to have a generous supply of business and industrial land.

Table 5 Ten Year Demand

Settlement	5 Yr Take Up (ha)	10 Year Demand (ha) *	Marketable Supply (ha)	No. Years Supply
<b>Port Glasgow</b>	2.27	4.54	5.57	12.26yrs
<b>Greenock</b>	1.28	2.56	22.5	87.89yrs
<b>Gourock</b>	-	-	-	-
<b>Kilmacolm</b>	-	-	-	-
<b>Inverclyde</b>	<b>3.55</b>	<b>7.1</b>	<b>28.07</b>	<b>39.53</b>

## Assessment of Development Opportunities

This section assesses the business and industrial development opportunities identified in Schedule 4.1 of the LDP and makes recommendations for LDP2. The assessment is comprised of the following four categories and criteria, which broadly align with Scottish Planning Policy.

- Location
  - a) Is the site close to strategic/major road network?
  - b) Is the site near any other business and industrial areas?
  - c) Are any surrounding business/industrial areas in use for this purpose?
  - d) Is the site in a prominent location?
  
- Sustainability
  - a) Is the site close to or within an acceptable walking distance to public transport routes?
  - b) Is the site within a settlement boundary?
  - c) Is the site brownfield or vacant/derelict
  - d) SEA Issues?
  
- Market Attractiveness
  - a) Has the site been identified for employment in the previous 10 years?
  - b) Has there been any recent development activity, within the last 5 years?
  - c) Is the site being actively marketed for business and industrial purposes?
  - d) Would business/industrial development on this site be viable, without public funding to resolve infrastructure constraints?
  
- Site Effectiveness
  - a) Are the ground conditions suitable for business/industrial development?
  - b) Is the site at risk of flooding?
  - c) Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?
  - d) Is the site readily available through a willing seller and /or being in known ownership?
  - e) Does the site have outline planning consent or is it within a designated industrial zoned area?
  
- Alternative Use
  - a) Is there pressure/potential for alternative use on the site

<b>LDP Ref:</b>	e1	<b>Location</b>	Cartsburn (Landward W)
<b>Land Supply Ref:</b>	IC71c	<b>Town</b>	Greenock
<b>Current use</b>	Vacant		
<b>Description</b>	Flat, grassed brownfield site fronting onto the A8 and within the western boundary of the Inverclyde Waterfront SEIL		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	Adjacent to the A8.
	Is the site near any other business and industrial areas?	Within the western boundary of the Inverclyde Waterfront SEIL and adjacent to existing businesses on East Blackhall St, St Andrew St and Carnock St.
	Are any surrounding business/industrial areas occupied?	Yes
	Is the site in a prominent location?	Adjacent to the A8 at the entrance to Greenock.
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Approx. 700m from Greenock Central Train Station with frequent services Glasgow and Gourock. Approx. 350m to nearest bus stop on Main Street, with frequent services to Gourock, Port Glasgow, Paisley and Glasgow.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Vacant brownfield
	SEA Issues	Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 1992/93
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	No
	Is the site being actively marketed for business and industrial purposes?	While the site is not being actively marketed, Riverside Inverclyde continue to have development aspirations for the site.
	Would business/industrial development on this site be	Yes



	viable, without public funding to resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	No known contamination issues
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being serviced in five years.
	Is the site readily available through a willing seller and /or being in known ownership?	Currently not being actively marketed by ri
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Allocated for business and industrial uses in the LDP
<b>Alternative Use</b>	Is there pressure for alternative uses on the site?	No
<b>Recommendation for LDP2</b>	Retain as a Business and Industrial Development Opportunity	

<b>LDP Ref:</b>	e2	<b>Location</b>	Cartsburn (Riverside)
<b>Land Supply Ref:</b>	IC71a	<b>Town</b>	Greenock
<b>Current use</b>	Vacant		
<b>Description</b>	Flat, grassed brownfield site with tree lined boundary. Within the Inverclyde Waterfront SEIL and situated beside major companies such as Royal Bank of Scotland, EE and Cigna		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	Adjacent to the A8
	Is the site near any other business and industrial areas?	Within Inverclyde Waterfront SEIL and situated beside major international companies such as Royal Bank of Scotland, EE and Cigna.
	Are any surrounding business/industrial areas occupied?	Yes
	Is the site in a prominent location?	Adjacent to the A8 and within the Inverclyde Waterfront SEIL.
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	In close proximity to Greenock Central Station, with frequent services to Glasgow Central and Gourock. 350m to nearest bus stop on Main Street, with frequent services to Gourock, Port Glasgow, Paisley and Glasgow.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Vacant brownfield
	SEA Issues	Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 1990/91
	Has there been any recent development activity within the last 5 years? i.e. works on site, new or revised planning applications/building regulations applications or proposals.	No
	Is the site being actively marketed for business and industrial purposes?	Site is being actively marketed by GVA for General Retail, Land, Commercial Land (0.88ha)
	Would business/industrial development on this site be	Yes

	viable, without public funding to resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	No known contamination issues
	Is the site at risk of flooding?	Yes - Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being serviced within 5yrs.
	Is the site readily available through a willing seller and /or being in known ownership?	Yes
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Allocated for business and industrial use in the LDP
<b>Alternative Use</b>	Is there pressure for alternative uses on the site?	Enquiries received.
<b>Recommendation for LDP2</b>	Retain as a Business and Industrial Development Opportunity	

<b>LDP Ref:</b>	e3	<b>Location</b>	Cartsburn (Landward E)
<b>Land Supply Ref:</b>	IC144	<b>Town</b>	Greenock
<b>Current use</b>	Vacant		
<b>Description</b>	Prominent brownfield site adjacent to the A8 and within the Inverclyde Waterfront SEIL		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	Adjacent to the A8
	Is the site near any other business and industrial areas?	Within Inverclyde Waterfront SEIL and situated beside major international companies such as Royal Bank of Scotland, EE and Cigna and is bordered by 2 hotels.
	Are any surrounding business/industrial areas occupied?	Yes
	Is the site in a prominent location?	Adjacent to the A8 and within Inverclyde Waterfront SEIL.
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	In close proximity to Greenock Central Station, with frequent services to Glasgow Central and Gourock. 350m to nearest bus stop on Main Street, with frequent services to Gourock, Port Glasgow, Paisley and Glasgow.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Vacant brownfield
	SEA Issues	Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Site added to the land supply in 1994/95.
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	Riverside Inverclyde have invested in major site infrastructure, including remediation, drainage connections and a new dedicated site entrance.
	Is the site being actively marketed for business and industrial purposes?	Riverside Inverclyde are marketing the site for Class 4 Office development.
	Would business/industrial	Yes

	development on this site be viable, without public funding to resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	No known contamination issues
	Is the site at risk of flooding?	Yes - Flood Risk Assessment is required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Yes
	Is the site readily available through a willing seller and /or being in known ownership?	Yes
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Allocated for business and industrial use in the LDP
<b>Alternative Use</b>	Is there pressure for alternative uses on the site?	No
<b>Recommendation for LDP2</b>	Retain as a Business and Industrial Development Opportunity	

<b>LDP Ref:</b>	e4 & e5	<b>Location</b>	Riverside Business Park
<b>Land Supply Ref:</b>	IC78	<b>Town</b>	Greenock
<b>Current use</b>	Vacant		
<b>Description</b>	Prominent brownfield site in Riverside Business Park, which is adjacent to the A8 and within the Inverclyde Waterfront SEIL		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	Adjacent to the A8.
	Is the site near any other business and industrial areas?	Within Riverside Business Park, with a larger business and industrial area to the north.
	Are any surrounding business/industrial areas in use for this purpose?	Yes
	Is the site in a prominent location?	Yes
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Within 100m of a bus stop on East Hamilton Street, with frequent services to Gourock, Port Glasgow, Paisley and Glasgow.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Former brownfield site, now developed. Office development completed on e4 in 2013 and overflow car park completed on e5 in 2016.
	SEA Issues	n/a
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Site added to the land supply in 1992/3.
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	Office development completed on e4 in 2013 and overflow car park completed on e5 in 2016.
	Is the site being actively marketed for business and industrial purposes?	n/a
	Would business/industrial development on this site be	n/a

	viable, without public funding to resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	n/a
	Is the site at risk of flooding?	n/a
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	n/a
	Is the site readily available through a willing seller and /or being in known ownership?	n/a
	Does the site have outline planning consent or is it within a designated industrial area?	n/a
<b>Alternative Use</b>	Is there pressure/potential for alternative use on the site?	No
<b>Recommendation for LDP2</b>	Developed. Delete as a business and industrial development opportunity. Identify as Business and Industrial Area.	

<b>LDP Ref:</b>	e6	<b>Location</b>	Pottery Street (N)/Inchgreen
<b>Land Supply Ref:</b>	IC148	<b>Town</b>	Greenock
<b>Current use</b>	Central area used for car storage. North west area used for light industrial and storage/distribution. Eastern area is vacant.		
<b>Description</b>	Brownfield site with a hard standing surface. Adjacent to the waterfront and the A8. Within the Inverclyde Waterfront SEIL		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	Adjacent to East Hamilton Street and the main A8/M8 route to Glasgow's airport and city centre, with linked onward motorway and main connections to all other parts of Scotland
	Is the site near any other business and industrial areas?	Located within a larger business/industrial area, including Riverside Business Park and Pottery Street etc, which is identified as a Strategic Economic Investment Location in the GCV SDP.
	Are any surrounding business/industrial areas occupied?	Yes
	Is the site in a prominent location?	Adjacent to the A8.
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Adjacent to a bus stop on East Hamilton Street, with frequent services to Port Glasgow, Gourock, Paisley and Glasgow. 600m from Bogston train station.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Part occupied, part vacant brownfield.
	SEA Issues	Biodiversity (nesting birds). Water (pollution, morphological alterations, flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 2012/13
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	City Deal will provide £9.4m investment to create a market ready National Renewable Infrastructure Site at Inchgreen. Work forecast to between January 2021 and October 2022.



	Is the site being actively marketed for business and industrial purposes?	Riverside Inverclyde is marketing the site.
	Would business/industrial development on this site be viable, without public funding to resolve infrastructure or other on-site constraints?	The City Deal is expected to provide £9.4m investment to prepare the site for the manufacture and maintenance of off-shore renewables.
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	The City Deal project will include ground preparation works.
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Site is capable of being serviced within 5yrs.
	Is the site readily available through a willing seller and /or being in known ownership?	Yes. Riverside Inverclyde is actively marketing the site.
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Planning permission for car storage on central area. Certificate of lawfulness for light industrial and storage and distribution on north west part. Longstanding planning permission for marine construction and ship repairing.  Identified for business and industrial use in the LDP.
<b>Alternative Use</b>	Is there pressure/potential for alternative use on the site?	No
<b>Recommendation for LDP2</b>	Retain as a Business and Industrial Development Opportunity	

<b>LDP Ref:</b>	e7	<b>Location</b>	Larkfield Industrial Estate
<b>Land Supply Ref:</b>	IC145	<b>Town</b>	Greenock
<b>Current use</b>	Vacant		
<b>Description</b>	Flat, brownfield site with hard standing areas. Part of the wider Texas Instruments site		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	No
	Is the site near any other business and industrial areas?	Within Larkfield Industrial Estate
	Are any surrounding business/industrial areas in use for this purpose?	Yes
	Is the site in a prominent location?	No
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Within 60m of a bus stop and relatively frequent services to Gourock and Greenock.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Vacant brownfield
	SEA Issues	Water (flood risk). Air (close proximity to PPC licensed Texas Instruments)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 2002.
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	No
	Is the site being actively marketed for business and industrial purposes?	No known marketing
	Would business/industrial development on this site be viable, without public funding to	Yes

	resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	Yes
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being fully serviced within 5 years.
	Is the site readily available through a willing seller and /or being in known ownership?	Yes
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Identified for business and industrial use in the LDP
<b>Alternative Use</b>	Is there pressure/potential for alternative use on the site?	No
<b>Recommendation for LDP2</b>	Extend boundary to include vacant site to the south. Identify new combined area as a Business and Industrial Development Opportunity	

<b>LDP Ref:</b>	e8	<b>Location</b>	Baker Street/Ingleston
<b>Land Supply Ref:</b>	IC52a(i)	<b>Town</b>	Greenock
<b>Current use</b>	Vacant		
<b>Description</b>	Brownfield site, which is largely overgrown with vegetation. Owned by Inverclyde Council.		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	No immediate access, but in relatively close proximity.
	Is the site near any other business and industrial areas?	Within a large established business and industrial area
	Are any surrounding business/industrial areas occupied?	Yes
	Is the site in a prominent location?	No
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Approx. 70m to a bus stop, with services 535, 543 and 545. Approx. 600m to Greenock Central Train Station
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Derelict
	SEA Issues	Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 1990
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	Riverside Inverclyde are seeking Scottish Government funding to develop the western side of Baker street, including this site, into an Enterprise Hub.
	Is the site being actively marketed for business and industrial purposes?	No
	Would business/industrial development on this site be viable, without public funding to	Yes

	resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	No known contamination issues.
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being serviced within 5 years.
	Is the site readily available through a willing seller and /or being in known ownership?	Owned by Inverclyde Council
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Allocated for business and industrial uses in the LDP
<b>Alternative Use</b>	Is there pressure for alternative uses on the site?	No
<b>Recommendation for LDP2</b>	Retain as a Business and Industrial Development Opportunity.	

<b>LDP Ref:</b>	e9	<b>Location</b>	Kelburn Business Park
<b>Land Supply Ref:</b>	IC140	<b>Town</b>	Port Glasgow
<b>Current use</b>	Part light industrial/part vacant		
<b>Description</b>	Flat, brownfield site, formerly used as a juniors football ground. Located between the A8 to the north and the Gourock- Glasgow train line to the south.		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	Adjacent to the A8
	Is the site near any other business and industrial areas?	Business area immediately to the east.
	Are any surrounding business/industrial areas in use for this purpose?	Yes
	Is the site in a prominent location?	Located at the eastern entrance to Port Glasgow, fronting onto the A8.
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	The business park lies adjacent to Woodhall railway station with links to Glasgow, Port Glasgow, Greenock, Gourock .Within 270m of a bus stop on Glasgow Rd, with X22 providing a frequent service between Greenock and Clydebank.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Western part is developed, eastern part vacant brownfield.
	SEA Issues	Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 2000/01
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	The e8 allocation (western part) has been partly built out, with 2.27ha of speculative build (4 light industrial business units) completed by Riverside Inverclyde in 2013/14.
	Is the site being actively marketed for business and industrial purposes?	Yes. Riverside Inverclyde are marketing the site.

	Would business/industrial development on this site be viable, without public funding to resolve infrastructure or other on-site constraints?	Site is prepared and there are no known significant physical constraints to development.
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	Yes.
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being fully serviced within 5 years.
	Is the site readily available through a willing seller and /or being in known ownership?	Site is owned and actively marketed by ri.
	Does the site have outline planning consent or is it within a designated industrial zoned area?	<ul style="list-style-type: none"> <li>• 2001 - Granted planning permission for Business and Industrial Use (Class 4, 5 and 6)</li> <li>• 2008 - Granted planning permission for development platforms.</li> <li>• Identified as a business and industrial development opportunity in the LDP</li> </ul>
<b>Alternative Use</b>	Is there pressure/potential for alternative use on the site?	No
<b>Recommendation for LDP2</b>	Delete the developed part of the site and identify as a Business and Industrial Area. Retain the remaining vacant land as a Business and Industrial Development Opportunity, in line with the 2016 land supply boundary.	

<b>LDP Ref:</b>	e10	<b>Location</b>	Former Inverkip Power Station
<b>Land Supply Ref:</b>	n/a	<b>Town</b>	By Wemyss Bay
<b>Current use</b>	Vacant		
<b>Description</b>	Former Inverkip Power Station site. Set within an established semi-rural landscape. Site cleared between 2010- 2013		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	Adjacent to the A78.
	Is the site near any other business and industrial areas?	No – however business and industrial use is part of a wider residential led mixed use allocation in the LDP.
	Are any surrounding business/industrial areas in use for this purpose?	No
	Is the site in a prominent location?	Yes
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	569m from nearest bus stop and 1.8km from a train station.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Vacant brownfield
	SEA Issues	Biodiversity (TPO and SINC). Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	No
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	Site cleared between 2010- 2013
	Is the site being actively marketed for business and industrial purposes?	No



	Would business/industrial development on this site be viable, without public funding to resolve infrastructure or other on-site constraints?	City Deal funding will address infrastructure constraints at four locations on the A78.
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	Further land remediation may be required.
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being fully serviced within 5 years.
	Is the site readily available through a willing seller and /or being in known ownership?	Scottish Power own the site, which is not currently being marketed.
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Allocated for a residential led mix of uses in the LDP.
<b>Alternative Use</b>	Is there pressure/potential for alternative use on the site?	No
<b>Recommendation</b>	Retain as a Business and Industrial Development Opportunity	

<b>LDP Ref:</b>	e11	<b>Location</b>	Crescent Street
<b>Land Supply Ref:</b>	IC146	<b>Town</b>	Greenock
<b>Current use</b>	Vacant		
<b>Description</b>	Flat brownfield site, with hard standing surface. Formerly used as a Council depot		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	No immediate access, but in close proximity to the A8
	Is the site near any other business and industrial areas?	There are business and industrial areas to the east (Baker Street), south (Ingleston) and north (Carnock).
	Are any surrounding business/industrial areas occupied?	Yes
	Is the site in a prominent location?	No
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Within 300m of a bus stop, with services 535 and 545. Approx. 1km to Greenock Central Train Station
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Vacant brownfield
	SEA Issues	Soil (potential contamination). Air (site in close proximity to Concrete batching plant on Orchard St). Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 2010/11
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	No
	Is the site being actively marketed for business and industrial purposes?	No
	Would business/industrial development on this site be viable, without public funding to	Yes

	resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	Potential for contamination on site.
	Is the site at risk of flooding?	Yes - Flood Risk Assessment would be required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being serviced within 5 years
	Is the site readily available through a willing seller and /or being in known ownership?	Owned by Inverclyde Council
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Allocated for business and industrial uses in the LDP
<b>Alternative Use</b>	Is there pressure for alternative uses on the site?	No
<b>Recommendation for LDP2</b>	Retain as a Business and Industrial Development Opportunity	

<b>LDP Ref:</b>	e12	<b>Location</b>	James Watt Dock
<b>Land Supply Ref:</b>	n/a	<b>Town</b>	Greenock
<b>Current use</b>	Vacant		
<b>Description</b>	Dock area, including listed warehouse, crane and working Marina		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	Adjacent to the A8.
	Is the site near any other business and industrial areas?	Business and industrial areas immediately to the south and east.
	Are any surrounding business/industrial areas in use for this purpose?	Yes
	Is the site in a prominent location?	Yes
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Within 250m of a bus stops on East Hamilton Street, with frequent services to Gourrock, Port Glasgow, Paisley and Glasgow.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Brownfield
	SEA Issues?	Soil (contamination), Water (site adjacent to Inner Clyde Estuary, Flood Risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	No
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	Access road and public realm works completed by Riverside Inverclyde in 2011
	Is the site being actively marketed for business and industrial purposes?	No known marketing
	Would business/industrial development on this site be viable	Yes

	without public funding to resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	Potential for contamination on site.
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being fully serviced within 5 years.
	Is the site readily available through a willing seller and /or being in known ownership?	Yes
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Outline planning permission for a mixed use development (2010). Allocated for a residential led mix of uses in the LDP.
<b>Alternative Use</b>	Is there pressure/potential for alternative use on the site?	No
<b>Recommendation for LDP2</b>	Retain as a Business and Industrial Development Opportunity	

<b>LDP Ref:</b>	e13	<b>Location</b>	Pottery Street (E)/Bogston
<b>Land Supply Ref:</b>	IC73	<b>Town</b>	Greenock
<b>Current use</b>	Partly used for storage and distribution, with remaining area vacant		
<b>Description</b>	Narrow strip of brownfield/derelict land with areas of hard standing. Located between Bogston Lane and the Gourock – Glasgow train line		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	Adjacent to the A8
	Is the site near any other business and industrial areas?	Located within a larger business/industrial area
	Are any surrounding business/industrial areas occupied?	Yes
	Is the site in a prominent location?	While the site is adjacent to the A8 and within a wider business/industrial area, it is largely screened from view.
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Adjacent to Bogston train station and within 330m of a bus stop on Port Glasgow Rd, with frequent services to Gourock, Port Glasgow, Paisley and Glasgow.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Partly used for storage and distribution, with remaining area vacant brownfield
	Sea Issues	Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 1990
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	In 2013, Chris Wright and Sons were granted planning approval for Class 6 storage and distribution on part of the site, implemented in 2016.
	Is the site being actively marketed for business and industrial purposes?	EMBEE Development is marketing a 2.5 acre site for outside storage (Class 6), which includes part of the site.
	Would business/industrial development on this site be viable, without public funding to	Yes

	resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	No known contamination issues
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being fully serviced within 5 yrs.
	Is the site readily available through a willing seller and /or being in known ownership?	Chris Wright and Sons own part of the site, which is now developed. EMBEE Development is actively marketing part of the site.
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Site is identified as a business and industrial development opportunity in the LDP. In 2003, Chris Wright and Sons were granted planning approval for Class 6 storage and distribution on the western part of the site, implemented in 2016.
<b>Alternative Use</b>	Is there pressure/potential for alternative use on the site?	No
<b>Recommendation for LDP2</b>	Delete the developed area and identify as Business and Industrial Area. Retain the remaining land as a Business and Industrial Development Opportunity	

<b>LDP Ref:</b>	e14	<b>Location</b>	Pottery Street I/Bogston
<b>Land Supply Ref:</b>	IC149	<b>Town</b>	Greenock
<b>Current use</b>	Vacant		
<b>Description</b>	Flat, brownfield site, comprising an area of hard standing, a small building, and an area of scrubland. Located between the Gourock – Glasgow train line and the A8.		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	Adjacent to the A8
	Is the site near any other business and industrial areas?	Located within a larger business/industrial area.
	Are any surrounding business/industrial areas occupied?	Yes
	Is the site in a prominent location?	While the site is adjacent to the A8 and within a wider business/industrial area, it is largely screened from view.
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Adjacent to Bogston train station and within 330m of a bus stop on Port Glasgow Rd, which provides frequent services within to Gourock, Port Glasgow, Paisley and Glasgow.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Vacant brownfield land and buildings
	SEA Issues	None
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 2014/15
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	In Feb 2016, EMBEE Development was granted planning permission to change the use of the former IMO car wash to a Class 5 workshop/store (13/0169/IC). Redevelopment work began in Feb 2017.
	Is the site being actively marketed for business and industrial purposes?	Embee Development is marketing the site.



	Would business/industrial development on this site be viable, without public funding to resolve infrastructure or other on-site constraints?	Yes
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	No known contamination issues.
	Is the site at risk of flooding?	No
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being serviced within 5 yrs.
	Is the site readily available through a willing seller and /or being in known ownership?	Site is being marketed by EMBEE Development Ltd.
	Does the site have outline planning consent or is it within a designated industrial zoned area?	In Feb 2016, EBE Development was granted planning permission for change of use from former car wash to workshop/store (Class 5) - 13/0169/IC. Identified in the LDP as a business and industrial development opportunity.
<b>Alternative Use</b>	Is there pressure/potential for alternative use on the site?	No
<b>Recommendation for LDP2</b>	Delete the eastern area, which includes the walkway to Bogston train station and identify as Business and Industrial Area. Identify the remaining area and the adjacent area of hard standing/small building as a Business and Industrial Development Opportunity.	

<b>LDP Ref:</b>	e15	<b>Location</b>	Spango Valley (SW)
<b>Land Supply Ref:</b>	IC147	<b>Town</b>	Greenock
<b>Current use</b>	Vacant		
<b>Description</b>	Former IBM manufacturing site. Buildings demolished and site cleared in 2009. Direct access to A78.		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	Adjacent to the A78.
	Is the site near any other business and industrial areas?	Immediately south of Valley Park business area.
	Are any surrounding business/industrial areas occupied?	No
	Is the site in a prominent location?	On the edge Greenock and adjacent to the Greenbelt.
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Bus stop adjacent to site and train station 623m away.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Vacant brownfield
	SEA Issues	Water (flood risk)
	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 2012
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	Landowner requested a residential led mixed use allocation during the Call for Sites exercise for LDP2 in 2016.
	Is the site being actively marketed for business and industrial purposes?	No
	Would business/industrial development on this site be	Yes

	viable, without public funding to resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	No known contamination issues.
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being serviced within 5 years.
	Is the site readily available through a willing seller and /or being in known ownership?	Yes
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Allocated for B&I in the LDP
<b>Alternative Uses</b>	Is there pressure for alternative uses on the site?	The landowner requested a residential led mix of uses during the Call for Sites exercise in 2016.
<b>Recommendation for LDP2</b>	See Main Issue 7 – Spango Valley, Greenock	

<b>LDP Ref:</b>	e16	<b>Location</b>	Former Tate and Lyle site
<b>Land Supply Ref:</b>	IC131	<b>Town</b>	
<b>Current use</b>	Vacant		
<b>Description</b>	Derelict land formerly used as a sugar refinery		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	No - approx. 850m from the A8.
	Is the site near any other business and industrial areas?	In close proximity to Drumfrochar Industrial Estate, allocations e17 and e18, and a large business and industrial area to the north east.
	Are any surrounding business/industrial areas occupied?	Yes
	Is the site in a prominent location?	No
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Within 200m of a bus stop, with services: 31 Greenock – Overton, 330 Greenock – Pennyfern and 331 Greenock – Branchton. Approx. 780m to Greenock Central Train Station
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Derelict
	SEA Issues	Soil (potential contamination). Human Health (close proximity to PPC licensed Rossyew fish oil production site). Flood risk
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 1998/99
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	No
	Is the site being actively marketed for business and industrial purposes?	No
	Would business/industrial development on this site be viable, without public funding to	Yes

	resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	Further remediation work may be required.
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being serviced within 5 years.
	Is the site readily available through a willing seller and /or being in known ownership?	In known ownership
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Allocated for business and industrial use in the LDP
<b>Alternative Use</b>	Is there pressure for alternative uses on the site?	No
<b>Recommendation for LDP2</b>	See Main Issue 3 – Central East Greenock	

<b>LDP Ref:</b>	e17	<b>Location</b>	Former Tate and Lyle site
<b>Land Supply Ref:</b>	IC137	<b>Town</b>	Greenock
<b>Current use</b>	Vacant		
<b>Description</b>	Derelict land formerly used as a sugar refinery		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	No - approx. 850m from the A8
	Is the site near any other business and industrial areas?	In close proximity to Drumfrochar Industrial Estate, allocations e16 and e18, and large business area to the north east.
	Are any surrounding business/industrial areas occupied?	Yes
	Is the site in a prominent location?	No
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Within 300m of a bus stop, with services: 31 Greenock – Overton, 330 Greenock – Pennyfern and 331 Greenock – Branchton. Approx. 780m to Greenock Central Train Station
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Derelict
	SEA Issues	Soil (potential contamination). Human Health (close proximity to PPC licensed Rosseyew fish oil production site). Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 1998/99
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	No
	Is the site being actively marketed for business and industrial purposes?	No
	Would business/industrial development on this site be	Yes

	viable, without public funding to resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for Business/industrial development?	Further remediation work may be required.
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being serviced within 5 years.
	Is the site readily available through a willing seller and /or being in known ownership?	In known ownership
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Allocated for B&I in the LDP
<b>Alternative Uses</b>	Is there pressure for alternative uses on the site?	No
<b>Recommendation for LDP2</b>	See Main Issue 3 – Central East Greenock	

<b>LDP Ref:</b>	e18	<b>Location</b>	Former Tate and Lyle sites
<b>Land Supply Ref:</b>	IC143	<b>Town</b>	Greenock
<b>Current use</b>	Vacant		
<b>Description</b>	Derelict land formerly used as a sugar refinery		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	No - approx. 850m from the A8
	Is the site near any other business and industrial areas?	In close proximity to Drumfrochar Industrial Estate, allocations e16 and e18, and large business area to the north east.
	Are any surrounding business/industrial areas occupied?	Yes
	Is the site in a prominent location?	No
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Within 300m of a bus stop, with services: 31 Greenock – Overton, 330 Greenock – Pennyfern and 331 Greenock – Branchton. Approx. 780m to Greenock Central Train Station
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Derelict
	SEA Issues	Soil (potential contamination). Human Health (close proximity to PPC licensed Rosseyew fish oil production site). Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 1998/99
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	Planning application pending for Class 6 use
	Is the site being actively marketed for business and industrial purposes?	No
	Would business/industrial	Yes



	development on this site be viable, without public funding to resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for Business/industrial development?	Further remediation work may be required.
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being serviced within 5 years.
	Is the site readily available through a willing seller and /or being in known ownership?	In known ownership
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Allocated for business and industrial in the LDP
<b>Alternative Uses</b>	Is there pressure for alternative uses on the site?	No
<b>Recommendation for LDP2</b>	See Main Issue 3 – Central East Greenock	

<b>LDP Ref:</b>	e19	<b>Location</b>	Regent Street
<b>Land Supply Ref:</b>	IC141	<b>Town</b>	Greenock
<b>Current use</b>	Vacant		
<b>Description</b>	Brownfield site, which includes hard standing areas and several buildings. Formerly used as a BT depot		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	No immediate access, but site is in relatively close proximity to the A8
	Is the site near any other business and industrial areas?	Town centre immediately to the north, with business and industrial areas to the east and south east.
	Are any surrounding business/industrial areas in use for this purpose?	Yes
	Is the site in a prominent location?	While located close to the town centre, the site is not visible from the A8.
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Adjacent to the train station and within 400m of several bus stops.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Vacant brownfield
	SEA Issues?	Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 2000
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	No
	Is the site being actively marketed for business and industrial purposes?	No

	Would business/industrial development on this site be viable, without public funding to resolve infrastructure or other on-site constraints?	Yes
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	No known contamination issues
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being fully serviced within 5 yrs.
	Is the site readily available through a willing seller and /or being in known ownership?	In known ownership
	Does the site have outline planning consent or is it within a designated industrial zoned area?	In July 1999, the site was granted outline planning approval for non - food retail warehousing (3,024 sqm), but the application lapsed in 2002. LDP identifies the site as a Development Option site, with allocations for housing and business/industrial uses.
<b>Alternative Use</b>	Is there pressure/potential for alternative use on the site?	No
<b>Recommendation for LDP2</b>	Retain as a Development Option Site	

<b>LDP Ref:</b>	e20	<b>Location</b>	John Street
<b>Land Supply Ref:</b>	n/a	<b>Town</b>	Greenock
<b>Current use</b>	Residential		
<b>Description</b>	Existing housing area between John Street and the Glasgow – Gourock train line		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	No immediate access, but in close proximity to the A8.
	Is the site near any other business and industrial areas?	Business and industrial areas immediately to the north and west
	Are any surrounding business/industrial areas in use for this purpose?	Yes
	Is the site in a prominent location?	No
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Within 50m of a bus stop, but limited service to Greenock town centre and Gourock.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Existing housing on site
	SEA Issues?	n/a
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Yes
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	Decision taken to retain and refurbish existing housing. Work completed in 2015
	Is the site being actively marketed for business and industrial purposes?	n/a
	Would business/industrial development on this site be viable without public funding to resolve	n/a

	infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	n/a
	Is the site at risk of flooding?	n/a
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	n/a
	Is the site readily available through a willing seller and /or being in known ownership?	n/a
	Does the site have outline planning consent or is it within a designated industrial zoned area?	n/a
<b>Alternative Use</b>	Is there pressure/potential for alternative use on the site?	Decision taken to retain and refurbish existing housing. Work completed in 2015
<b>Recommendation for LDP2</b>	Housing refurbished. Delete as a Business and Industrial Development Opportunity. Identify as Residential Area.	

<b>LDP Ref:</b>	e21	<b>Location</b>	Sinclair Street
<b>Land Supply Ref:</b>	IC59b	<b>Town</b>	Greenock
<b>Current use</b>	Temporary use for car parking on match days (Morton FC)		
<b>Description</b>	Brownfield site with areas of hard standing and overgrown vegetation. Adjacent to the A8. Largely vacant for over 20yrs.		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	Adjacent to the A8
	Is the site near any other business and industrial areas?	Riverside Business Park lies immediately to the east, while the Council's Pottery Street depot is immediately to the north.
	Are any surrounding business/industrial areas occupied?	Yes
	Is the site in a prominent location?	Adjacent to the A8, although elevated above it and partly screened from view.
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Within 150m of a bus stop on East Hamilton Street, with frequent services to Greenock, Gourock, Paisley and Glasgow. Approx. 1.2km to Bogston train station.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Vacant brownfield
	SEA Issues	Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Site added the land supply in 1991
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	No
	Is the site being actively marketed for business and industrial purposes?	No
	Would business/industrial development on this site be viable, without public funding to resolve infrastructure or other on-	Yes

	site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	No known contamination issues
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being serviced within 5 years
	Is the site readily available through a willing seller and /or being in known ownership?	Owned by Greenock Morton Football Club.
	Does the site have outline planning consent or is it within a designated industrial zoned area?	2005 Certificate of lawfulness given for site to be used as a temporary car park on Morton match days.
<b>Alternative Use</b>	Is there pressure for alternative uses on the site?	No
<b>Recommendation for LDP2</b>	Retain as a Business and Industrial Development Opportunity	

<b>LDP Ref:</b>	e22	<b>Location</b>	Port Glasgow Industrial Estate (West)
<b>Land Supply Ref:</b>	IC30	<b>Town</b>	Port Glasgow
<b>Current use</b>	Vacant		
<b>Description</b>	Gently sloping, grassed brownfield site located in Port Glasgow Industrial Estate.		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	No – site on the southern edge of Port Glasgow.
	Is the site near any other business and industrial areas?	Located within the north west part of Port Glasgow Industrial Estate.
	Are any surrounding business/industrial areas occupied?	There are various other business and industrial uses with the Ind. Est.
	Is the site in a prominent location?	While the site is within an existing Ind. Est, this is located on the southern edge of Port Glasgow, adjacent to the greenbelt.
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Within 200m of a bus stop, with services 537 and 535 providing frequent services between Inverclyde Royal Hospital and Kilmacolm, via Greenock and Port Glasgow. Woodhall Train Station is approx. 1.2km away.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Vacant brownfield.
	SEA Issues	Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 1993
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	No
	Is the site being actively marketed for business and industrial purposes?	No
	Would business/industrial development on this site be viable, without public funding to	Yes



	resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	There is evidence of concrete foundations on site, but no known contamination issues.
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being serviced within 5 yrs.
	Is the site readily available through a willing seller and /or being in known ownership?	Owned by McLaren Packaging, but not being actively marketed.
	Does the site have outline planning consent or is it within a designated industrial zoned area?	2007 planning permission for Class 5 has lapsed. Allocated for business and industrial use in the LDP.
<b>Alternative Use</b>	Is there pressure/potential for alternative use on the site?	No
<b>Recommendation for LDP2</b>	Retain as a Business and Industrial Development Opportunity.	

<b>LDP Ref:</b>	e23	<b>Location</b>	Port Glasgow IE (South)
<b>Land Supply Ref:</b>	IC02	<b>Town</b>	Port Glasgow
<b>Current use</b>	Vacant		
<b>Description</b>	Sloping greenfield site adjoining the Green Belt. Located within Port Glasgow Industrial estate		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	No – located on the southern edge of Port Glasgow.
	Is the site near any other business and industrial areas?	Within Port Glasgow Industrial Estate.
	Are any surrounding business/industrial areas occupied?	There are various other business and industrial uses with the Ind Est.
	Is the site in a prominent location?	While the site is within an existing Ind. Est, this is located on the southern edge of Port Glasgow, adjacent to the greenbelt.
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Within 400m of a bus stop, with the 537 providing a frequent service between Inverclyde Royal Hospital and Kilmacolm, via Greenock. Woodhall Train Station is approx. 1.2km away.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Greenfield
	SEA Issues	Landscape (site on edge of settlement). Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 1991.
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	No
	Is the site being actively marketed for business and industrial purposes?	No
	Would business/industrial development on this site be viable, without public funding to	Yes

	resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	No known contamination issues.
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being serviced within 5 yrs.
	Is the site readily available through a willing seller and /or being in known ownership?	Western half of the site is owned by Inverclyde Council, with the eastern half owned by PA145 Ltd. Currently not being marketed.
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Allocated in the LDP as a Business and Industrial development opportunity (e23).
<b>Alternative Use</b>	Is there pressure/potential for alternative use on the site?	PA145 Ltd requested a housing allocation during the Call for Sites exercise for LDP2. The site is currently identified as ECN1(d), which would support a range of uses on the site, including housing.
<b>Recommendation for LDP2</b>	See Main Issue 8 – Port Glasgow Industrial Estate	

<b>LDP Ref:</b>	e24	<b>Location</b>	Inner Lower Port Glasgow
<b>Land Supply Ref:</b>	IC150	<b>Town</b>	Port Glasgow
<b>Current use</b>	Vacant		
<b>Description</b>	Brownfield sites, with areas of hard standing, grass and pockets of scrub/trees		

<b>Assessment Category</b>	<b>Assessment Criteria</b>	<b>Comments</b>
<b>Location</b>	Is the site close to strategic/major road network?	No immediate access, but in close proximity to the A8.
	Is the site near any other business and industrial areas?	There are several other business/industrial uses in close proximity.
	Are any surrounding business/industrial areas in use for this purpose?	Yes
	Is the site in a prominent location?	No
<b>Sustainability</b>	Is the site close to or within an acceptable walking distance to public transport routes?	Within 80m of a bus stop and services 530, 531 and X7.
	Is the site within a settlement boundary?	Yes
	Is the site brownfield or vacant/derelict?	Vacant brownfield
	SEA Issues?	Water (flood risk)
<b>Market Attractiveness</b>	Has the site been identified for employment in the previous 10 years?	Added to the land supply in 2014.
	Has there been any recent development activity, within the last 5 years? i.e. works on site, new or revised planning applications/ building regulations applications or proposals.	No
	Is the site being actively marketed for business and industrial purposes?	No
	Would business/industrial	Yes

	development on this site be viable, without public funding to resolve infrastructure or other on-site constraints?	
<b>Site Effectiveness</b>	Are the ground conditions suitable for business/industrial development?	No known contamination issues
	Is the site at risk of flooding?	Yes – Flood Risk Assessment required.
	Is the site fully serviced with roads, drainage and utilities (or capable of being so within 5 years)?	Capable of being serviced within 5 years.
	Is the site readily available through a willing seller and /or being in known ownership?	Unknown
	Does the site have outline planning consent or is it within a designated industrial zoned area?	Allocated for business and industrial use in the LDP
<b>Alternative Use</b>	Is there pressure/potential for alternative use on the site?	No
<b>Recommendation for LDP2</b>	Delete eastern area and identify as Residential Area. Retain western site as a Business and Industrial Development Opportunity	



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