

Inverclyde
council
**LOCAL
DEVELOPMENT
PLAN**

MAIN ISSUES REPORT
MARCH 2017



**CALL FOR SITES ASSESSMENT
BACKGROUND REPORT**

Introduction

This document sets out the initial assessment of sites that have been suggested to the Council as suitable for development through the Call for Sites exercise undertaken in 2016, in relation to the Inverclyde Local Development Plan.

It gives an indication of the factors the Council has taken into account in reaching its decision as to which sites have been identified as preferred options for future development, and how the Council has assessed the submitted sites against these factors. The assessment is considered to be proportionate to the current stage in the Local Development Plan process, and to the level of information received in respect of many of the Call for Sites submissions. The Council acknowledges that many of the Call for Sites submissions were accompanied with detailed information, and is grateful for this.

This document is published alongside the Main Issues Report as an aid to the consultation exercise. The Council would welcome views on the findings recorded here, and additional information which would assist more detailed consideration of the submitted sites ahead of the Proposed Plan being published.

Call for Sites submissions

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Abbreviations used

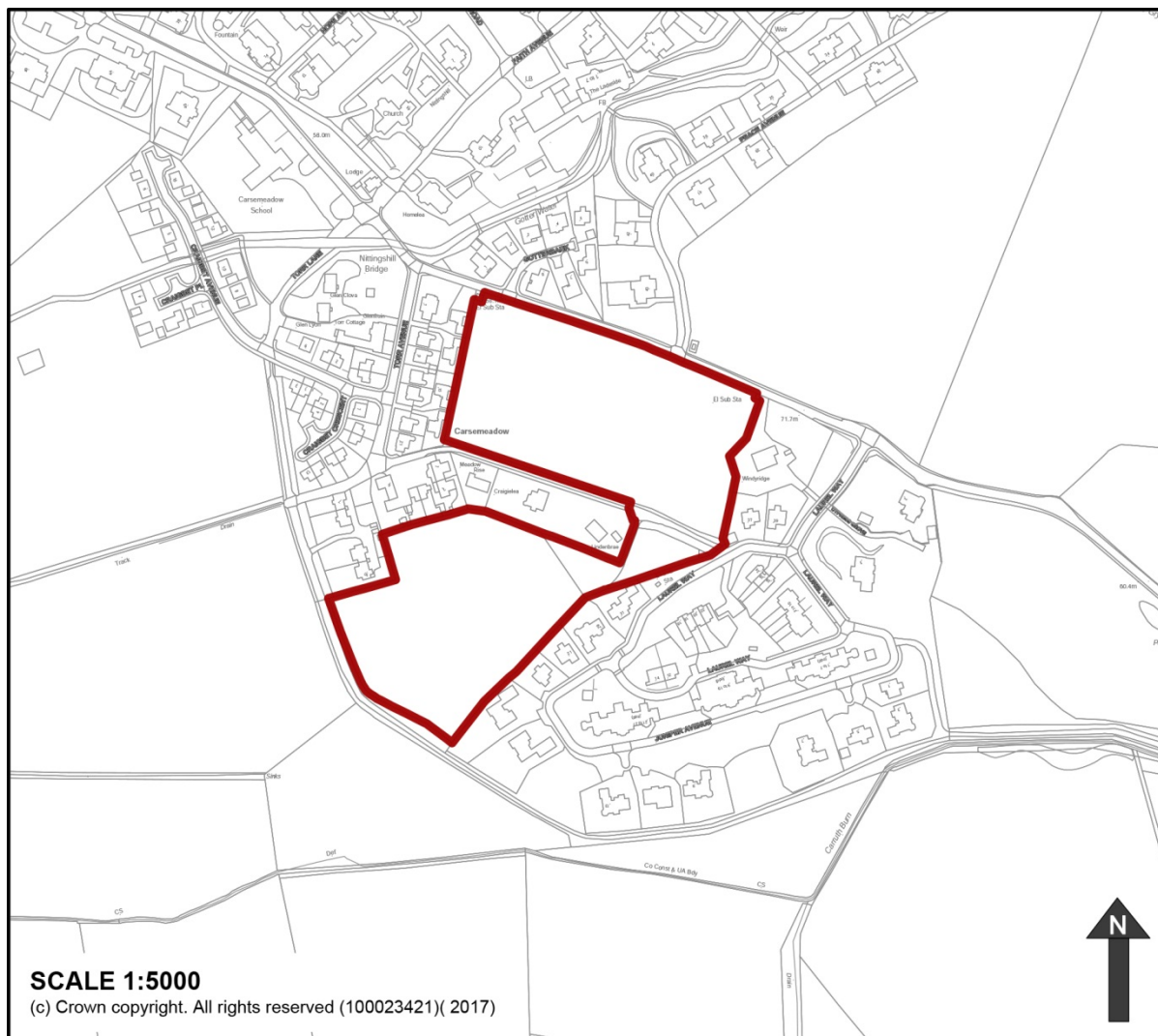
GWDTE – Ground water dependent terrestrial eco-system

SINC – Sits of Importance for Nature Conservation

Suds – Sustainable drainage system

Site Details

Site name	Carsemeadow
Settlement	Quarriers
Call for Sites reference	001
Site size (ha)	4.17
Current use	Agriculture
Existing LDP allocation	Green Belt
Proposed use	Residential
Scale of development proposed	100 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high surface water flood risk on part of site and potential flood risk from the Gotter Water and Garruth Burn.
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Potential for positive impacts as proposal indicates opportunity to enhance boundary habitats and design landscape zones. Impact on protected species not known.

Climatic Factors	Likely to increase car travel and associated emissions. While a bus stop is 68m from the site, with a service to Glasgow and Greenock, service frequency is limited.
Air	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these impacts are unlikely to lead to the designation of an AQMA and therefore not significant.
Soil	Adverse impact through soil compaction and sealing.
Landscape	Adverse impacts on local landscape and the setting of the village as the northern part of the site is elevated and prominent. There may be some landscape capacity within the southern part, which is lower lying and relatively contained in landscape terms.
Material Assets	Proposal would reduce the amount of greenfield land.
Cultural Heritage	No known impacts on cultural heritage assets identified.
Population & Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. The Core path along the southern boundary provides an opportunity for a direct link into the active travel network. Adverse impact as site is not within an accessible walking distance of local services – 3.9km.

Green Belt boundary issues

Robustness of existing boundary	Consists of roads and garden boundary fences.
Robustness of proposed boundary	Development would be bound by Quarriers 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

Road access to site	To be investigated.
Surrounding road network	To be investigated.
Active travel options	Approx. 130 metres to core path network.
Distance to public transport	Approx. 70metres to limited service bus stop. Approx. 10km to nearest railway station.
Distance to town/local centre	Approx. 4km to Kilmacolm local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known constraints
Local services (education and health)	Main local facilities are within Kilmacolm, approx. 4km away.
Does a proven housebuilder have an interest in the site?	Site submitted by an agent on behalf of Quarriers.
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by	Yes

2024?	
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Summary and conclusion

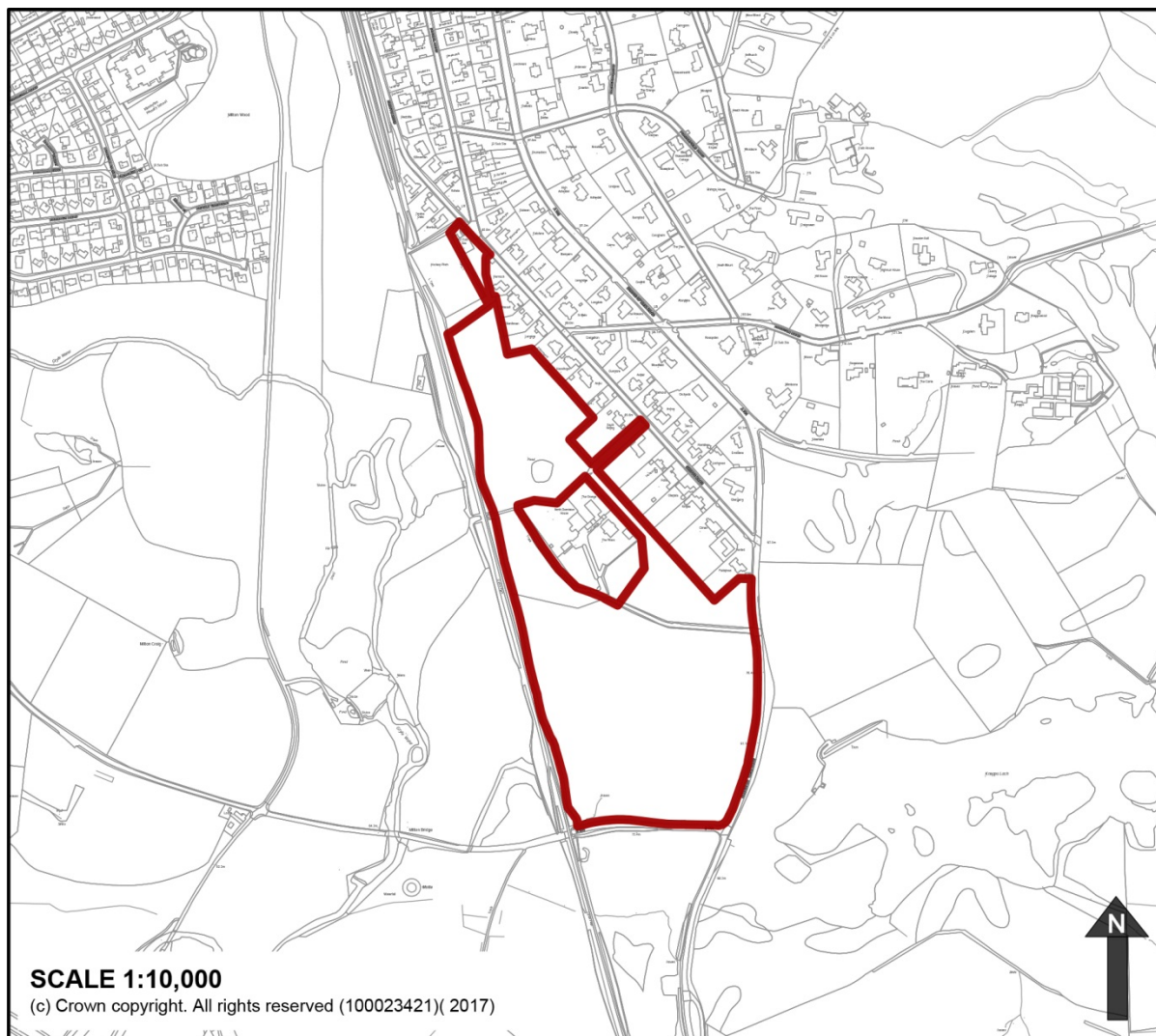
The Carsemeadow site is not covered by any environmental designations. There are not known to be any significant technical constraints to the development of the site. It is in a marketable area and is of a size that could be developed within the Plan period.

The submitted site would provide more land for housing than required in the Kilmacolm/Quarriers area. Development of the site could be viewed as 'filling the gap' between Quarriers and the former Bridge of Weir hospital development or unacceptable coalescence. Any development would be contained by existing development and robust green belt boundaries (roads) so would not lead to pressure for further release. Development of the northern field would be prominent within the local landscape.

The site is remote from everyday services, which are located in Kilmacolm, approximately 4km away. It is therefore concluded that, if land for housing development is required, options within Kilmacolm are in a more sustainable location and should be considered ahead of Quarriers.

Site Details

Site name	North Denniston
Settlement	Kilmacolm
Call for Sites reference	002
Site size (ha)	14.3
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	60 (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high risk surface water flood risk on part of site and potential flood risk from, and adverse impact on, a small watercourse at the southern extent. While the site is on the edge of the Erskine sewer catchment, the proposal indicates that a public connection will be feasible.

Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Ecology walkover found evidence of protected species.
Climatic Factors	Car travel and associated emissions would be minimised as the site is within an accessible distance of the nearest bus stop - 167m, with relatively frequent services between Glasgow – Greenock.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil sealing and compaction
Landscape	Development of this large, open and prominent site would have significant adverse impacts on local landscape character and the landscape setting and settlement pattern of the village. 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.
Material Assets	Proposal would reduce the amount of greenfield land.
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. There are opportunities to create an east - west green link through the site and a direct link to the active travel network. Site is not within an accessible walking distance of local services – 1.27km.

Green Belt boundary issues

Robustness of existing boundary	Formed by long established rear garden boundaries of Gryffe Road properties.
Robustness of proposed boundary	Would be formed by A761 to east, B788 to south, and former railway line, now NCR7, to west

Transportation and Accessibility Assessment

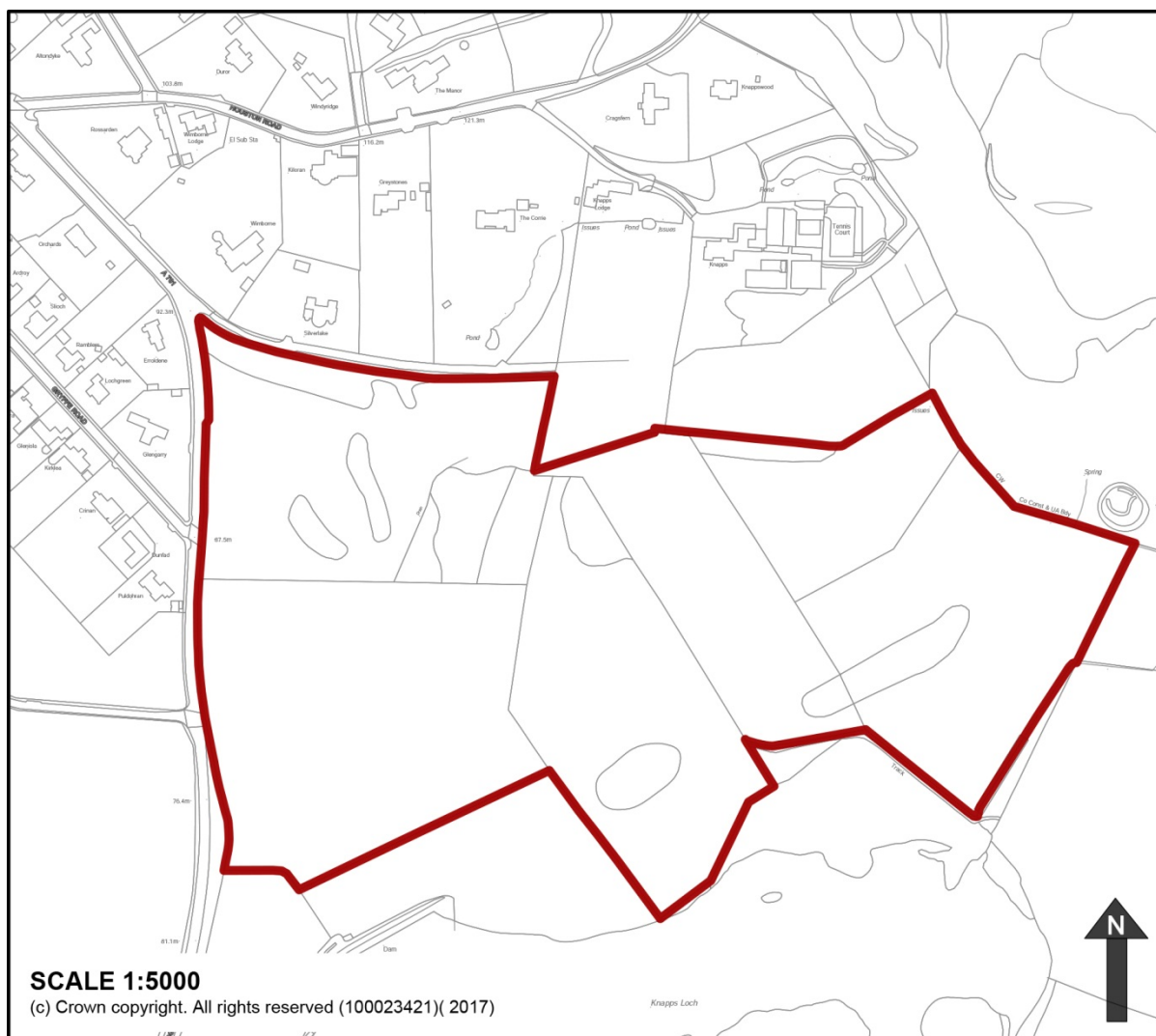
Road access to site	Access to the site from Bridge of Weir Road would require footway, street lighting and 30mph zone to be extended to access point.
Surrounding road network	No issues.
Active travel options	Approx. 500 metres to core path network.
Distance to public transport	Approx 170 metres to nearest bus stop. Approx 7km to nearest train station.
Distance to town/local centre	Approx 1.3km to Kilmacolm local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known constraints.
Local services (education and health)	Available within Kilmacolm local centre
Does a proven housebuilder have an interest in the site?	Site is being promoted by Gladman Scotland, a strategic housing land promoter.
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Kilmacolm as a strong market area.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Yes

Summary and conclusion
<p>The North Denniston site is not covered by any environmental designations. There are not known to be any significant technical constraints to the development of the site. It is in a marketable area and is of a size that could be developed within the Plan period.</p> <p>Development would have a significant adverse impact on the character and setting of the village. It would extend the existing settlement in a southerly direction, although further expansion would be contained by robust physical features.</p> <p>Owing to the impact on the setting of and approach to Kilmacolm, and the elongation of the settlement along Bridge of Weir Road, this is not a preferred option for housing development in Kilmacolm.</p>

Site Details

Site name	Knapps Loch
Settlement	Kilmacolm
Call for Sites reference	003
Site size (ha)	16.7
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	110 (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on multiple small watercourses within and along site boundaries, and on GWDTE's in boggy areas. Medium to high surface water flood risk and potential fluvial flood risk. Not known if public sewer connection is feasible as site on the edge of the Erskine Sewer catchment.

Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Ecology walkover found potential for bats to be present within northern part of site. While Knapps Loch SINC extends into the south west of the site, no development is proposed in this area. Opportunity for biodiversity improvements by reinstating and enhancing hedgerows and the habitat value of the loch margins.
Climatic Factors	Car travel and associated emissions would be minimised as the site is within an accessible distance of the nearest bus stop - 167m, with relatively frequent services between Glasgow – Greenock.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil compaction and sealing.
Landscape	Development of this large, elevated and prominent site would have significant adverse impacts on local landscape character, landscape setting and the settlement pattern of the village.
Material Assets	Proposal would reduce amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. Opportunity to create a north - south green link through the site, connecting the existing settlement to the Loch. No impact on active travel routes as site is 503m from the network. Within an accessible walking distance of local services – 1.27km.

Green Belt boundary issues

Robustness of existing boundary	Plot boundaries of long established properties, including mature trees.
Robustness of proposed boundary	Western boundary along A761. Other boundaries do not appear to relate to any significant physical features on the ground, although Knapps Loch would prevent any further southern expansion.

Transportation and Accessibility Assessment

Road access to site	Access to the site from Bridge of Weir Road would require footway, street lighting and 30mph zone to be extended to access point.
Surrounding road network	No issues.
Active travel options	Approx. 500 metres to core path network.

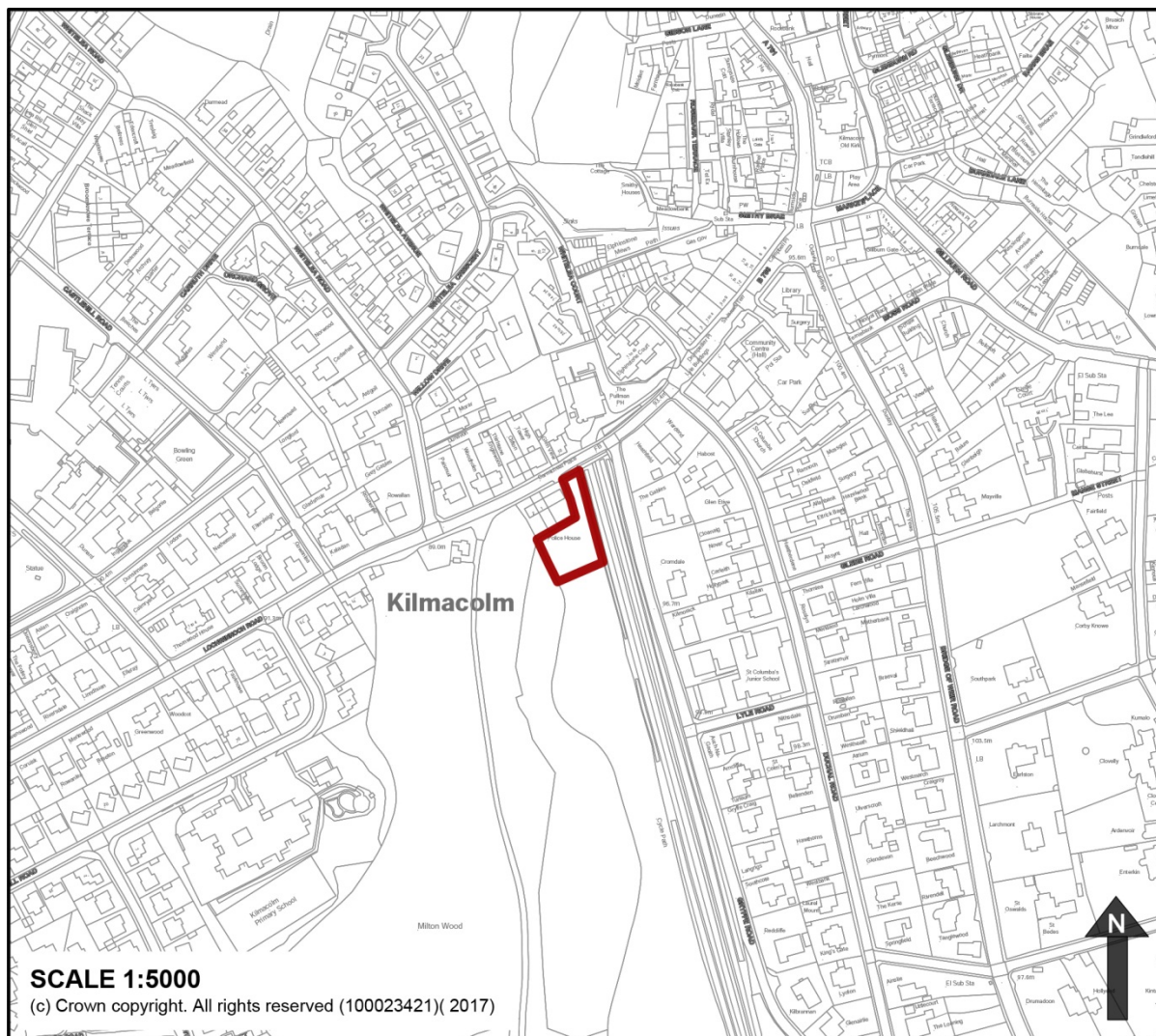
Distance to public transport	Approx 170 metres to nearest bus stop. Approx 7km to nearest train station.
Distance to town/local centre	Approx 1.3km to Kilmacolm local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known constraints.
Local services (education and health)	Available within Kilmacolm.
Does a proven housebuilder have an interest in the site?	Site is being promoted by Gladman Scotland, a strategic housing land promoter.
Is there evidence of housing demand/need in the area proposed?	Yes. Homes for Scotland has identified Kilmacolm as a strong market area.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Yes

Summary and conclusion
<p>The Knapps Loch site is not covered by any environmental designations, although it is immediately adjacent to a SINCL. There are not known to be any significant technical constraints on the development of the site. It is in a marketable area and is of a size that could be developed within the Plan period.</p> <p>The submitted site would provide more land for housing than required in Kilmacolm. 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. Southerly expansion would be contained by Knapps Loch, but a clearly identifiable settlement boundary would have to be created.</p> <p>Owing to the scale of expansion proposed, and the impact on the approach to Kilmacolm and the setting of the village and Knapps Loch, this is not a preferred option for housing development in Kilmacolm.</p>

Site Details

Site name	Land behind former Police Station
Settlement	Kilmacolm
Call for Sites reference	004
Site size (ha)	0.2
Current use	Grassland
Existing LDP allocation	Residential Area and Green Belt
Proposed use	Car park
Scale of development proposed	24 spaces (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No significant impact identified
Biodiversity, Flora and Fauna	General loss of habitat due to development of greenfield site. Impact on protected species not known. While the site is adjacent to Milton Wood SINC, development is unlikely to impact on it.
Climatic Factors	A new car park is likely to cater for existing car journeys and should not increase car emissions.

Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil sealing and compaction.
Landscape	Unlikely to have a significant impact as proposal is for a car park in close proximity to the built up area.
Material Assets	Proposal would reduce the amount of greenfield land.
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Unlikely to have any significant impact

Green Belt boundary issues

Robustness of existing boundary	N/a
Robustness of proposed boundary	Would have to be created.

Transportation and Accessibility Assessment

Road access to site	To be investigated
Surrounding road network	No issues
Active travel options	Immediately adjacent to core path network.
Distance to public transport	Approx 270 metres to nearest bus stop. Approx 6km to nearest train station.
Distance to town/local centre	Approx 90 metres to Kilmacolm local centre.

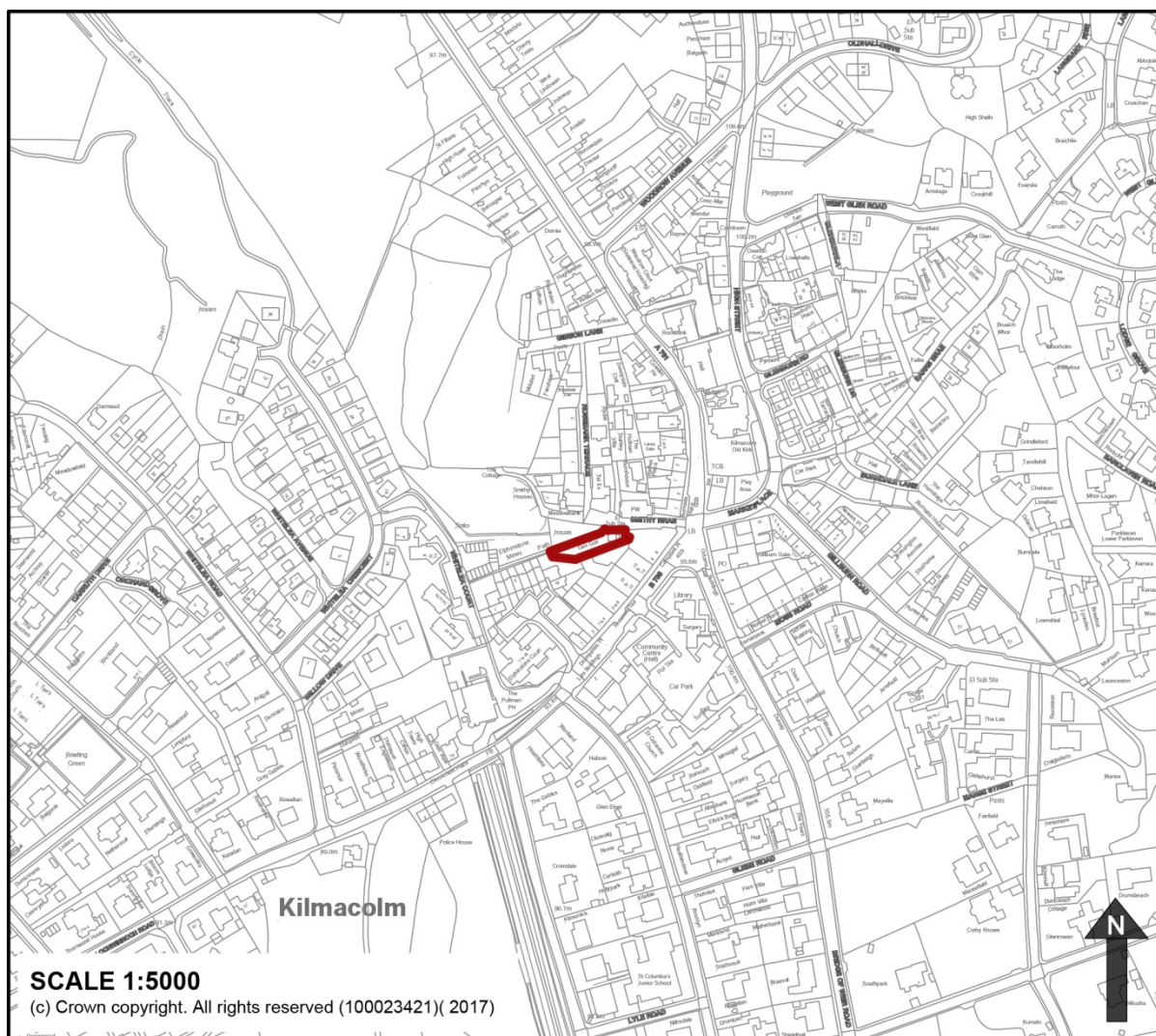
Summary and conclusion

While the suitability of site access has to be assessed, no other technical constraints are known to affect the site. There are no environmental designations covering the site, although it is adjacent to a SINCE.

The proposed development would extend into the green belt and would not be contained by a robust physical boundary. This could lead to pressure for additional development in the vicinity.

Site Details

Site name	Smithy Brae 1
Settlement	Kilmacolm
Call for Sites reference	005
Site size (ha)	0.05
Current use	Vacant
Existing LDP allocation	Housing Development Opportunity
Proposed use	Car park
Scale of development proposed	10 spaces (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential fluvial flood risk from watercourse.
Biodiversity, Flora and Fauna	Unlikely to have any significant impacts as proposal is for redevelopment of a brownfield site in the built up area.
Climatic Factors	A car park is likely to cater for existing car journeys and should not increase car emissions.

Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Redevelopment of a brownfield site
Landscape	No significant impact as proposal is for a car park within the built up area
Material Assets	Re-use of vacant brownfield land
Cultural Heritage	No impacts on cultural heritage assets identified.
Population and Human Health	Unlikely to have any significant impacts

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	There are concerns over road access to Smithy Brae.
Surrounding road network	No issue
Active travel options	Approx. 100 metres to core path network.
Distance to public transport	Approx 90 metres to nearest bus stop. Approx 6km to nearest train station.
Distance to town/local centre	Adjacent to Kilmacolm local centre.

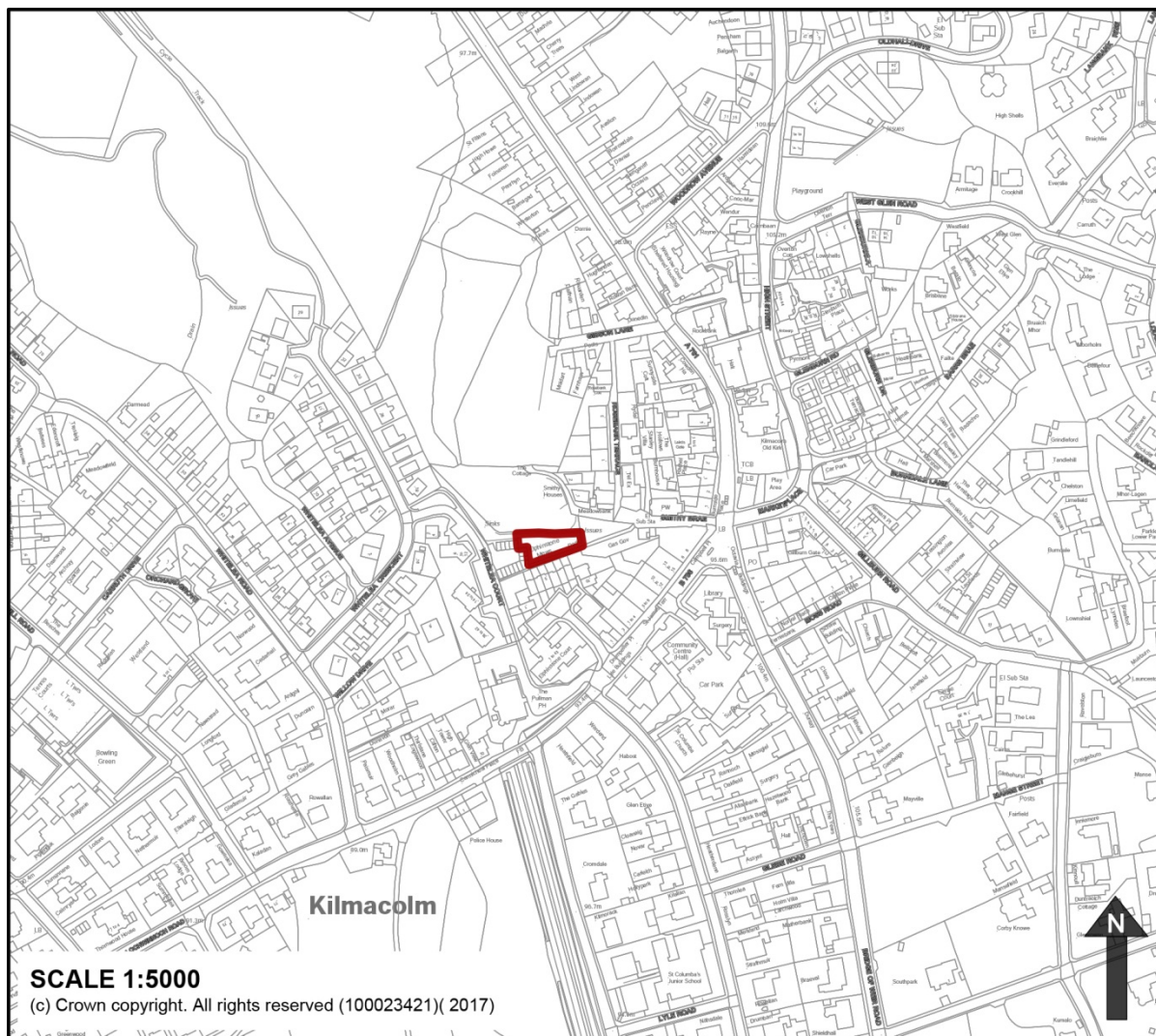
Summary and conclusion

There are no environmental designations covering the site.

However, there are concerns about additional traffic access onto Smithy Brae and this matter would have to be resolved before this site could be identified as suitable for a car park.

Site Details

Site name	Smithy Brae 2
Settlement	Kilmacolm
Call for Sites reference	006
Site size (ha)	0.06
Current use	Vacant
Existing LDP allocation	Residential Area
Proposed use	Car park
Scale of development proposed	25 spaces (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on watercourse along site boundary. Medium to high surface water flood risk and fluvial flood risk adjacent to site.
Biodiversity, Flora and Fauna	Minor loss of habitat through development of a greenfield site.
Climatic Factors	A car park is likely to cater for existing car journeys and should not increase transport emissions.

Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Minor adverse impact through soil sealing and compaction
Landscape	Unlikely to have any significant impacts as site is within the built up area
Material Assets	Minor reduction the amount of greenfield land.
Cultural Heritage	No known impact on cultural assets
Population and Human Health	Unlikely to have any significant impacts

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	There are concerns over road access to Smithy Brae.
Surrounding road network	No issue
Active travel options	Approximately 70 metres to core path network.
Distance to public transport	Approximately 130 metres to nearest bus stop. Approximately 6km to nearest train station.
Distance to town/local centre	Approximately 50 metres to Kilmacolm local centre.

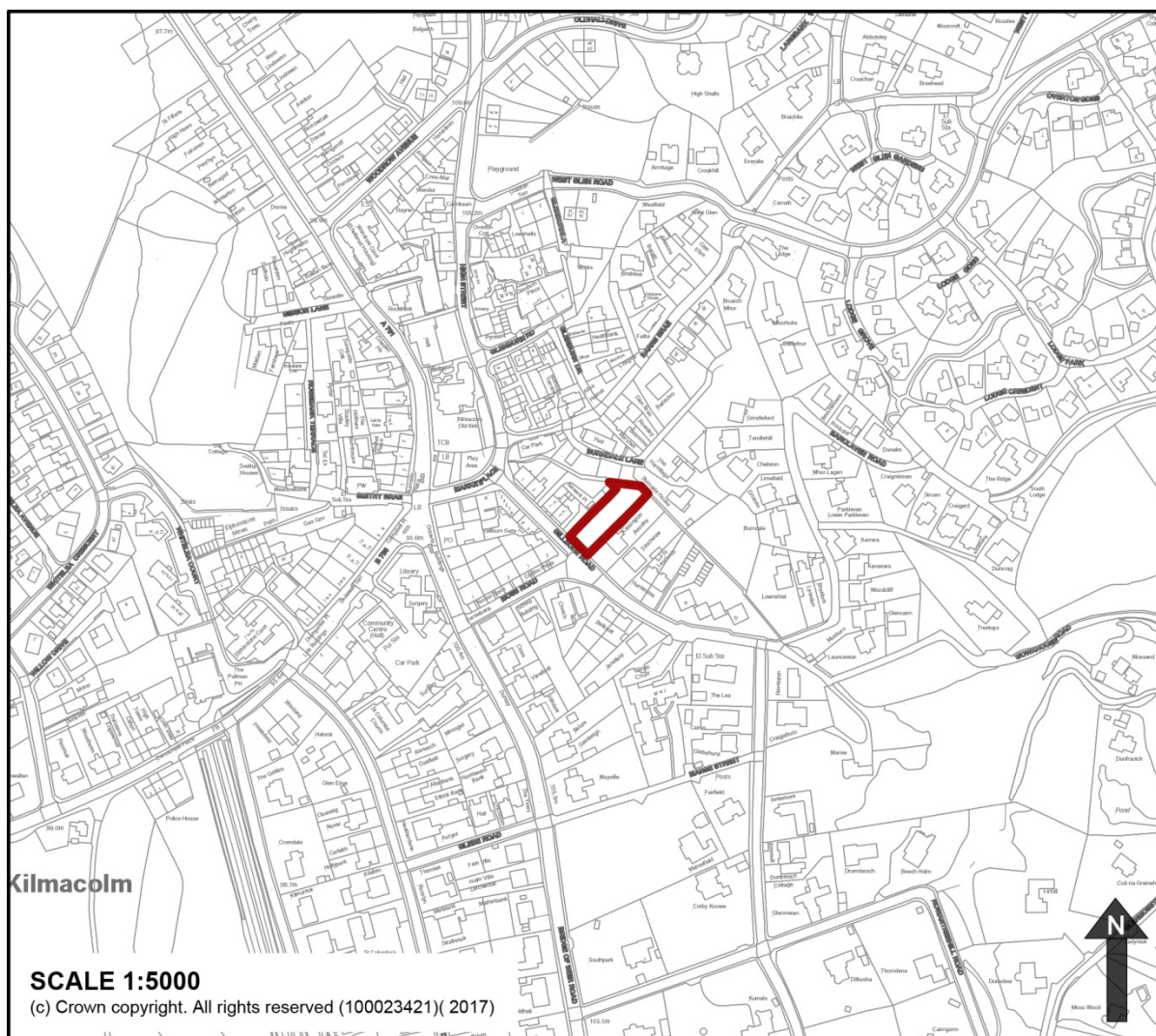
Summary and conclusion

There are no environmental designations covering the site.

However, there are concerns about additional traffic access onto Smithy Brae and this matter would have to be resolved before this site could be identified as suitable for a car park.

Site Details

Site name	Gillburn Road
Settlement	Kilmacolm
Call for Sites reference	007
Site size (ha)	0.1
Current use	Vacant
Existing LDP allocation	Residential Area
Proposed use	Car park
Scale of development proposed	24 spaces (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential opportunity to deculvert watercourse within the site. Potential flood risk from watercourse.
Biodiversity, Flora and Fauna	No significant impacts identified
Climatic Factors	A car park is likely to cater for existing car journeys and should not increase car emissions.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is

	unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Redevelopment of a brownfield land
Landscape	Unlikely to have any significant impacts as site is within the built up area.
Material Assets	Re-use of brownfield land
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Unlikely to have any significant impacts

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	No issues.
Surrounding road network	No issues.
Active travel options	Adjacent to core path network.
Distance to public transport	Approximately 160 metres to nearest bus stop. Approximately 6km to nearest train station.
Distance to town/local centre	Approximately 80 metres to Kilmacolm local centre.

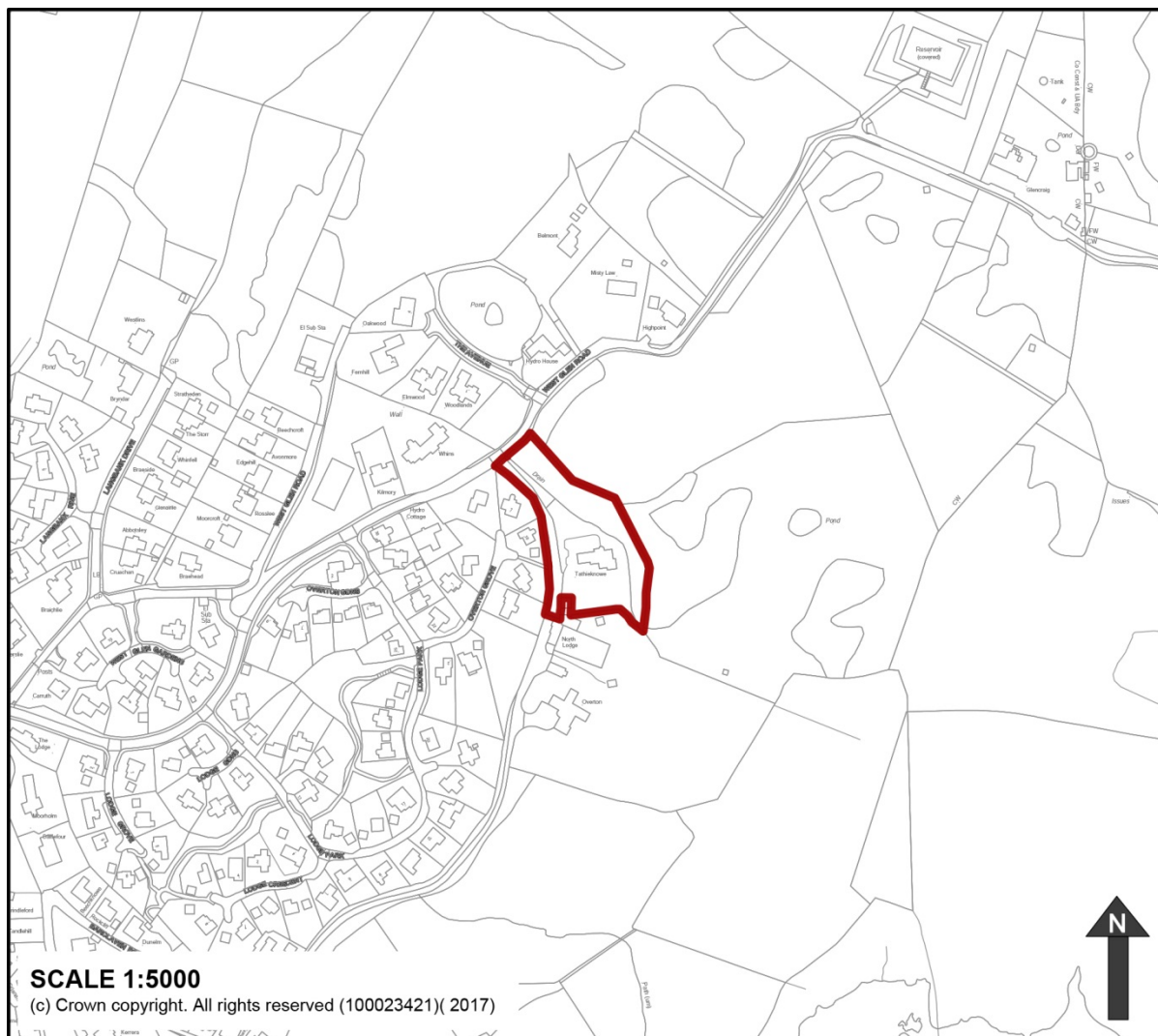
Summary and conclusion

There are no environmental designations covering the site.

Consideration would have to be given to site access and distance from the local centre.

Site Details

Site name	Tathieknowe
Settlement	Kilmacolm
Call for Sites reference	008
Site size (ha)	0.7
Current use	Residential garden
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	1-2 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No significant impacts identified
Biodiversity, Flora and Fauna	Minor loss of habitat through development of greenfield site.
Climatic Factors	While the site is located more than 400m from a bus stop (832m), a proposal of this scale is unlikely to significantly increase car emissions
Air Quality	Short term adverse impact through the release of

	particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Minor adverse impact through soil compaction and sealing.
Landscape	Unlikely to have any significant impacts
Material Assets	Minor reduction the amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Development of this scale would not be required to provide new open space or green infrastructure. No impact on active travel routes as site is 283m from the network. Site is within an accessible walking distance of local services – 755m.

Green Belt boundary issues

Robustness of existing boundary	Formed by West Glen Road
Robustness of proposed boundary	Property boundaries of Tathieknowe

Transportation and Accessibility Assessment

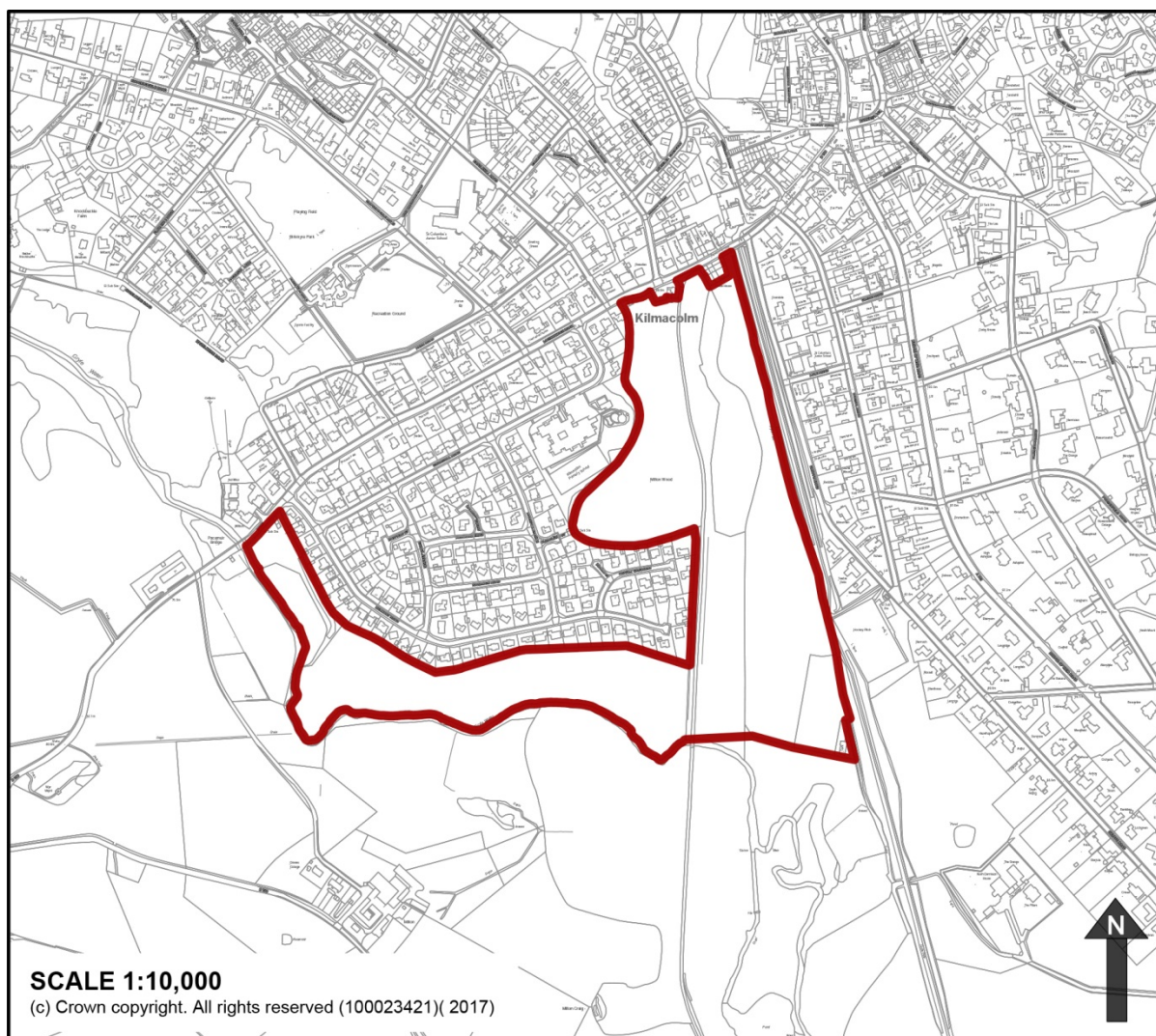
Road access to site	No issues
Surrounding road network	No issues
Active travel options	Approximately 280 metres to core path network.
Distance to public transport	Approximately 850 metres to nearest bus stop. Approximately 6km to nearest train station.
Distance to town/local centre	Approximately 750 metres to Kilmacolm local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No issues
Local services (education and health)	Available in Kilmacolm local centre.
Does a proven housebuilder have an interest in the site?	No
Is there evidence of housing demand/need in the area proposed?	Yes. Homes for Scotland has identified Kilmacolm as a strong market area.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Yes

Summary and conclusion
There are no environmental designations affecting the site, nor is there understood to be any technical constraints to its development.
West Glen Road forms a robust green belt boundary at this location, which additional development to the east would weaken, leading to pressure for additional green belt development/settlement expansion in this area.

Site Details

Site name	The Police Station Field
Settlement	Kilmacolm
Call for Sites reference	009
Site size (ha)	19.6
Current use	Rough pasture/woodland
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	50-100 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Development could, potentially, adversely impact the River Gryfe, which is adjacent to the southern boundary. Medium to high risk of surface and fluvial flooding on part of site. Not known if public sewer connection is feasible as site is on edge of the Erskine sewer catchment.
Biodiversity, Flora and Fauna	Depending on the location of development, proposal could have significant adverse impacts on the Duchal Estate

	SINC, which extends into the western part of the site. While the proposal seeks to retain main body of woodland, some woodland loss is likely. Evidence of bats and otters on site. Submission indicates opportunities for biodiversity enhancements, although these are not stated.
Climatic Factors	Car travel and associated emissions would be minimised as the site is within an accessible distance of the nearest bus stop - 366m, with relatively frequent services between Glasgow – Greenock.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil compaction and sealing.
Landscape	Development of the whole site would have significant adverse impacts on local landscape character and the landscape setting and settlement pattern of the village. There may be some landscape capacity within the northern part of the site.
Material Assets	Proposal would reduce amount of greenfield land
Cultural Heritage	Development of the area proposed within Duchal House GDL, and the land immediately adjacent to it, is likely to have a significant adverse impact on the GDL. There may be some capacity between the existing housing development along Belmont Road and the Gryffe Water.
Population and Human Health	Proposal of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision Opportunities to create new paths and enhance existing active travel routes/links. Site is within an accessible walking distance of local services – 159m

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	Majority of the southern boundary would be formed by River Gryffe.

Transportation and Accessibility Assessment

Road access to site	Potential issues with access onto Lochwinnoch Road.
Surrounding road network	No issues.
Active travel options	Adjacent to core path network.
Distance to public transport	Approximately 330 metres to nearest bus stop. Approximately 6km to nearest train station.
Distance to town/local centre	Approximately 160 metres to Kilmacolm local centre.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
Local services (education and health)	Available within Kilmacolm local centre.
Does a proven housebuilder have an interest in the site?	Site has been proposed by CALA Homes.
Is there evidence of housing demand/need in the area proposed?	Yes. Homes for Scotland has identified Kilmacolm as a strong market area.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Yes

Summary and conclusion

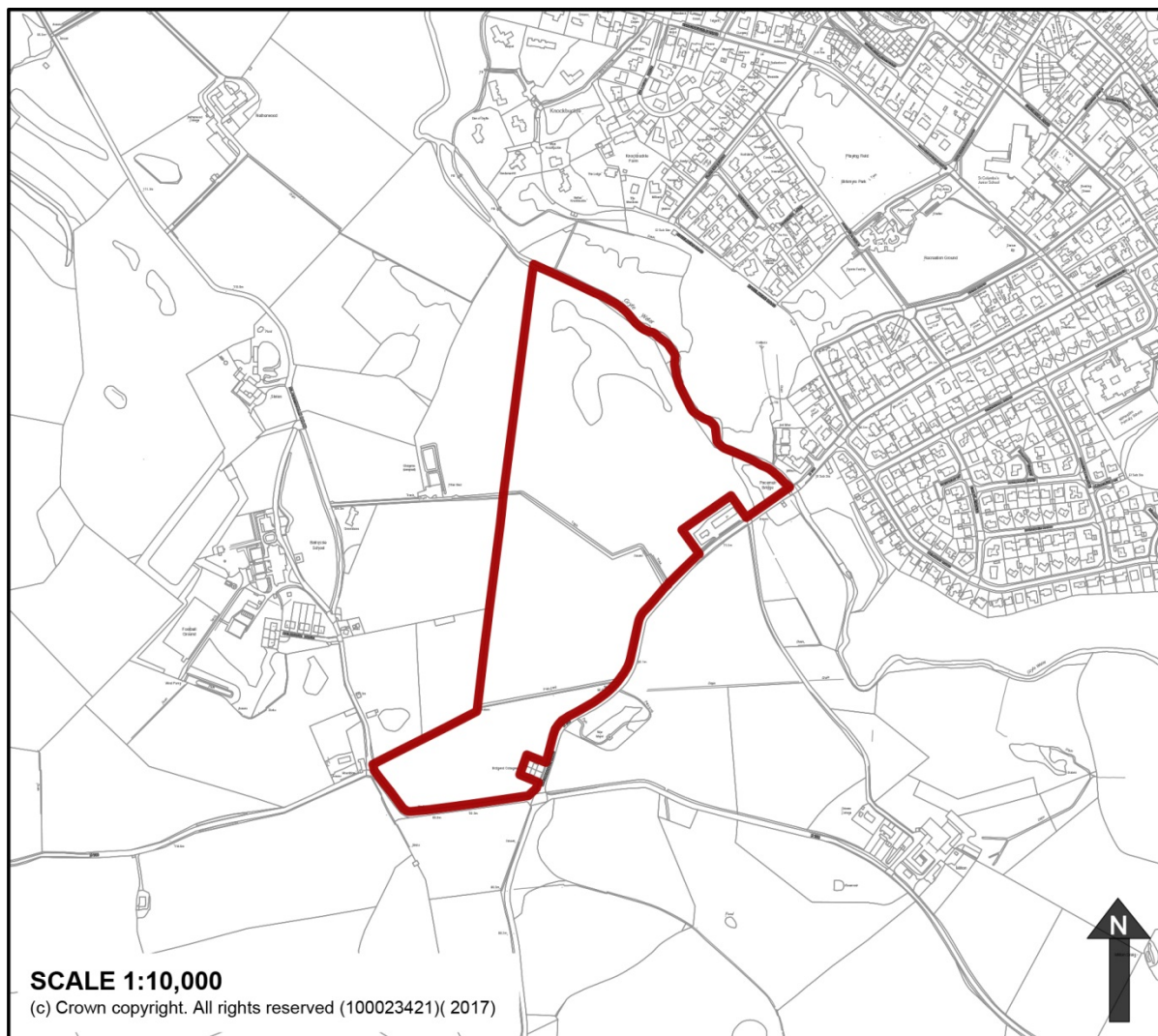
The site is in a marketable area and of a size that could be developed within the Plan period.

The site is environmentally sensitive as parts are covered by a SINC and GDL designation. 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.

Site Details

Site name	The ARP Field
Settlement	Kilmacolm
Call for Sites reference	010
Site size (ha)	16.5
Current use	Grassland
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	Circa 100 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impacts on multiple watercourses flowing through the site, the adjacent River Gryfe, and GWDTE's within the northern area. Medium to high risk of surface and fluvial flooding on part of site. Not known if public sewer connection is feasible as site is on edge of the Erskine sewer catchment
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield

	site. Potential presence of otters along the River Gryffe, but impact on other protected species not known. While site is adjacent to Duchal Estate SINC, development is unlikely to impact on it.
Climatic Factors	Likely to increase car travel as site is 1.28km from a bus stop and 6.5km from a railway station.
Air Quality	While there is likely to be a medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, these are unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil compaction and sealing.
Landscape	Development of this large, visually open and prominent site would have significant adverse impacts on local landscape character and the setting of the village
Material Assets	Proposal would reduce the amount of greenfield land.
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. The core path running east - west through the site provides an opportunity for a direct link into the active travel network. Site is within an accessible walking distance of local services – 1.1km.

Green Belt boundary issues

Robustness of existing boundary	The site is separate from the existing settlement boundary.
Robustness of proposed boundary	Site is contained by the River Gryffe to the north, and roads to the east and south. A field boundary forms its western edge.

Transportation and Accessibility Assessment

Road access to site	From Lochwinnoch Road
Surrounding road network	No issues.
Active travel options	Adjacent to core path network.
Distance to public transport	Approximately 1.3 km to nearest bus stop. Approximately 7km to nearest train station.
Distance to town/local centre	Approximately 1.1km metres 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 local centre
Does a proven housebuilder have an interest in the site?	Site submitted by CALA Homes.
Is there evidence of housing demand/need in the area proposed?	Yes. Homes for Scotland has identified Kilmacolm as a strong market area.
If allocated for development, is it considered	No. Even if allocated for development, it is

likely that development would be delivered on the site during the Plan period i.e. by 2024?	not expected that this site would be developed in the Plan period
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Summary and conclusion

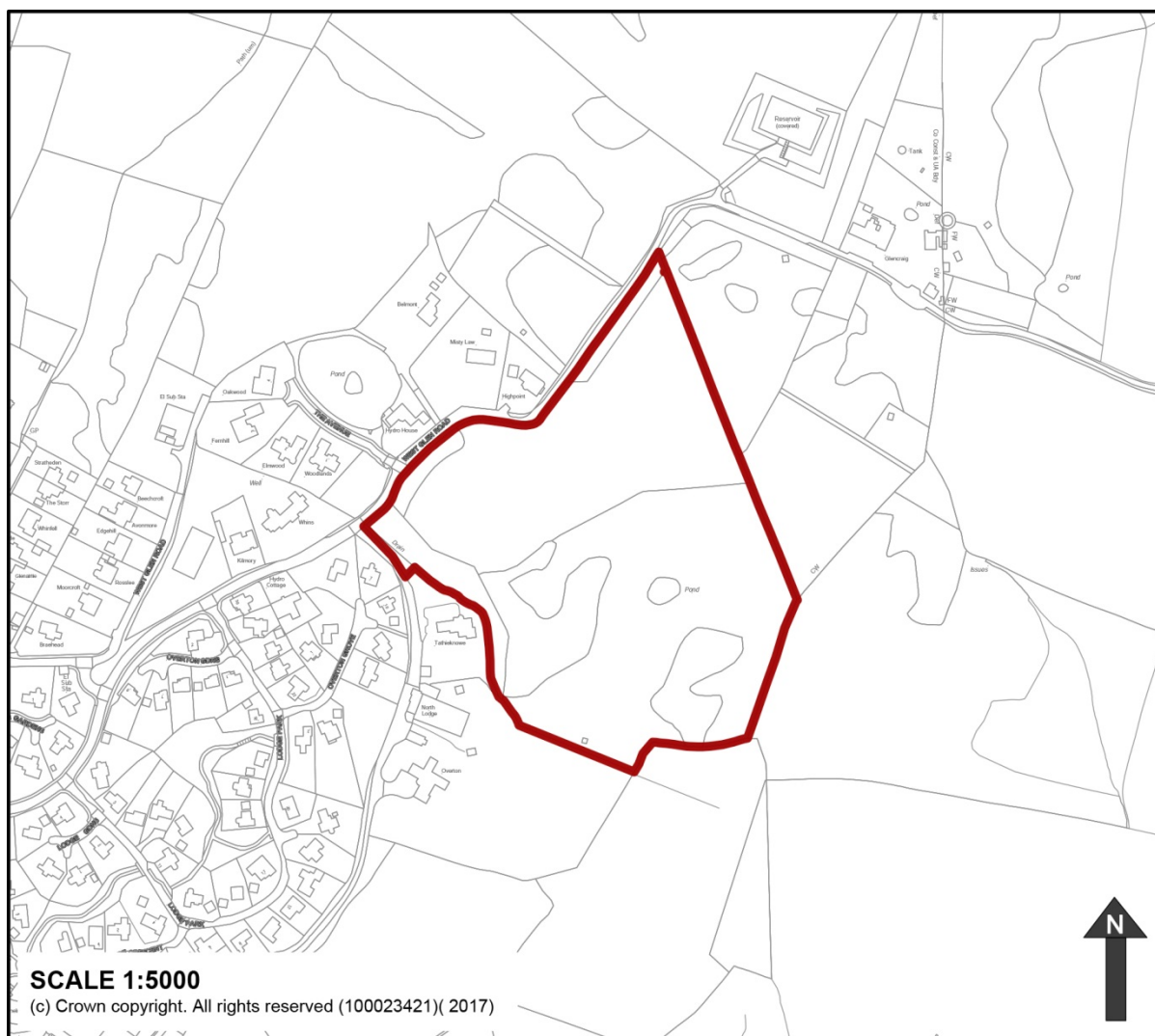
There are not known to be any significant technical constraints affecting the ARP Field site and it could be developed in part within the Plan period.

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 introducing development along the attractive southern approach, and extending development south of the River Gryffe.

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

Site Details

Site name	West Glen Road
Settlement	Kilmacolm
Call for Sites reference	011
Site size (ha)	5.7
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	Approximately 60 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on GWDTE's within boggy areas. Medium to high surface water flood risk and potential flood risk from watercourse adjacent to site. Not known if public sewer connection is feasible as site on edge of the Erskine sewer catchment.

Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Impact on protected species not known. Further information on hydrology and drainage required to determine impact on the Glen Moss SSSI, which is in close proximity to the site and notified for its Basin Fen wetland habitat.
Climatic Factors	Likely to increase car travel as site is 828m from the nearest bus stop.
Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil compaction and sealing.
Landscape	Unlikely to be any significant impacts as site is relatively well contained in landscape terms.
Material Assets	Proposal would reduce the amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. No significant impact on active travel routes, as site is 266m from the network. Site is within accessible walking distance of local services – 732m.

Green Belt boundary issues

Robustness of existing boundary	Northern boundary of settlement is formed by West Glen Road at this location, although there are properties to the north of the road in the green belt.
Robustness of proposed boundary	Hedgerow field boundary.

Transportation and Accessibility Assessment

Road access to site	Would require extension of footway and street lighting.
Surrounding road network	No issues.
Active travel options	Approximately 270 metres to core path network.
Distance to public transport	Approximately 800 metres to nearest bus stop. Approximately 6km to nearest train station.
Distance to town/local centre	Approximately 750 metres 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 local centre
Does a proven housebuilder have an interest in the site?	Site submitted by property consultant
Is there evidence of housing demand/need in	Yes. Homes for Scotland has identified

the area proposed?	Kilmacolm as a strong market area.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Yes

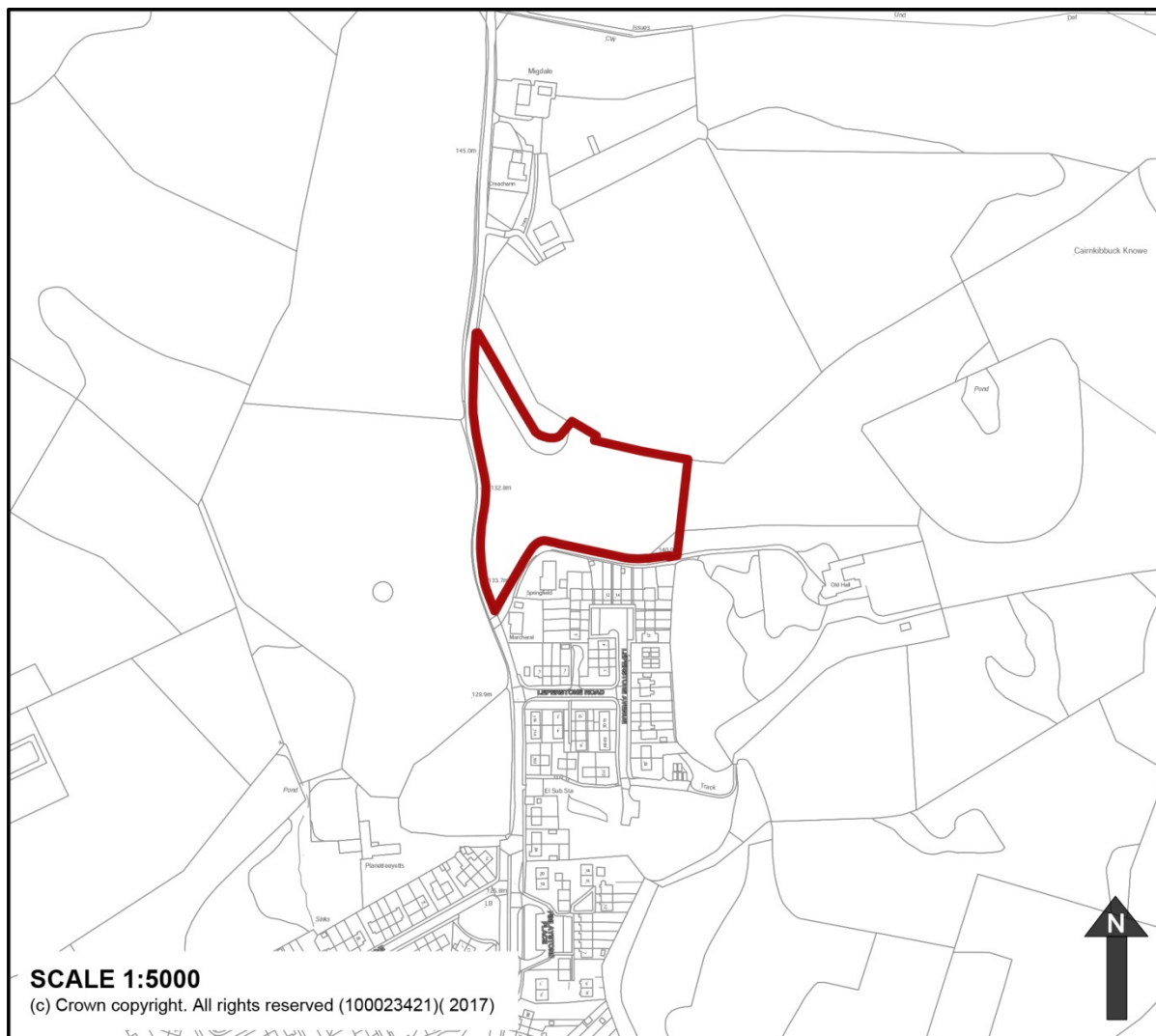
Summary and conclusion

The 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. There are not known to be any significant technical constraints on the development of the site. 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.

Site Details

Site name	Migdale, Finlaystone Road
Settlement	Kilmacolm
Call for Sites reference	012
Site size (ha)	1.3
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	5 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No significant impacts identified.
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Impact on protected species not known.
Climatic Factors	Car travel and associated emissions will be minimised as the site is within an accessible distance of the nearest bus stop - 307m.

Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil compaction and sealing.
Landscape	Development of this open and prominent site would have adverse impacts on local landscape character and compromise the landscape setting of the village.
Material Assets	Proposal would reduce the amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	Development of this scale would not be required to provide additional open space, but Suds provision could enhance green infrastructure. No impact on active travel routes as site is 846m from the network. Site is within accessible walking distance of local services – 1085m.

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

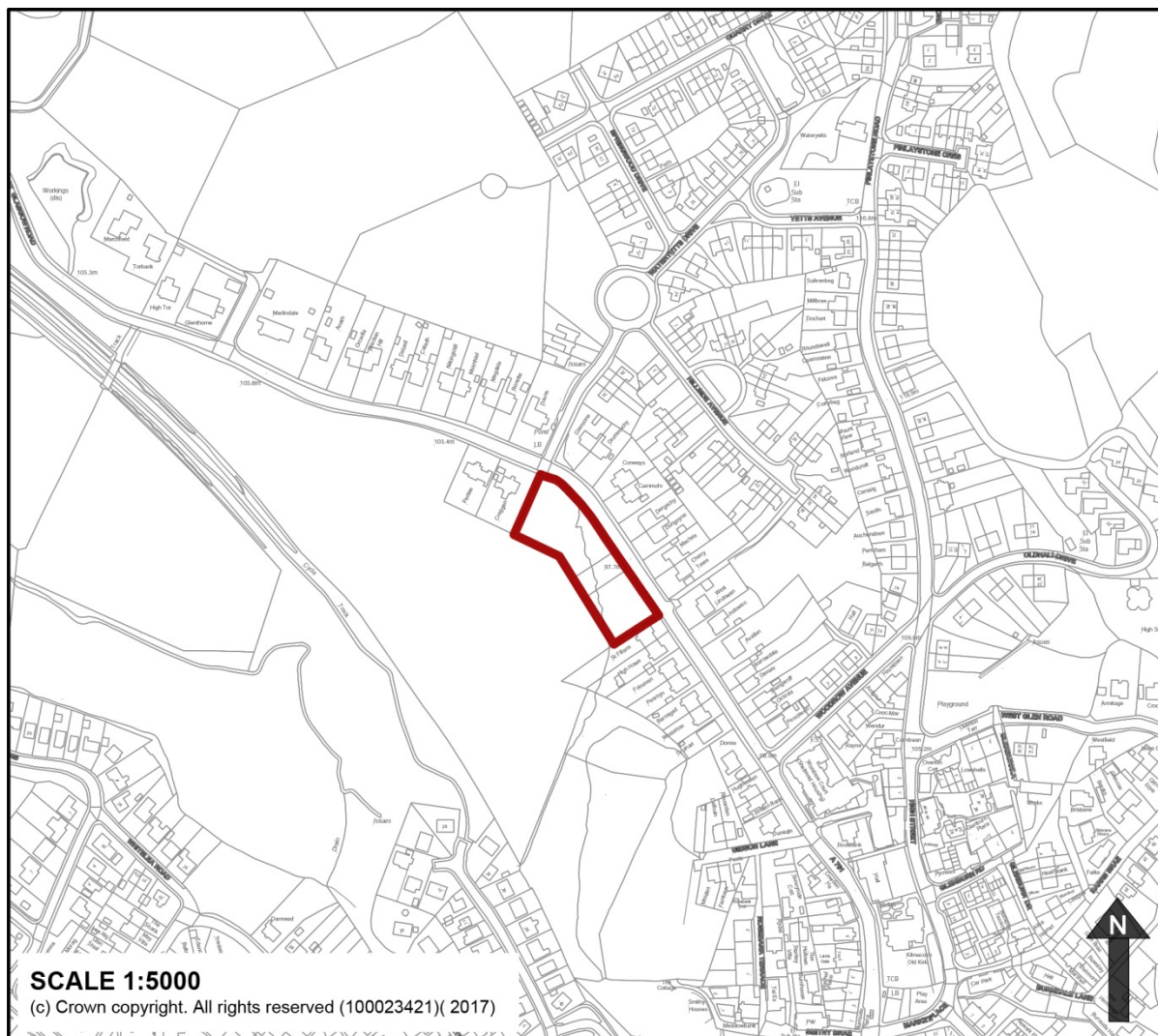
Road access to site	Access onto narrow and unlit road.
Surrounding road network	No issues.
Active travel options	Approximately 850 metres to core path network.
Distance to public transport	Approximately 300 metres to nearest bus stop. Approximately 5km to nearest train station.
Distance to town/local centre	Approximately 1.1km to Kilmacolm local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known constraints.
Local services (education and health)	Available in Kilmacolm local centre.
Does a proven housebuilder have an interest in the site?	Site submitted by family member. No known developer interest.
Is there evidence of housing demand/need in the area proposed?	Yes. Homes for Scotland has identified Kilmacolm as a strong market area.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Uncertain owing to lack of developer involvement.

Summary and conclusion
<p>The Migdale site is not covered by any environmental designations. There are not known to be any significant technical constraints on the development of the site. It is in a marketable area and is of a size that could be developed within the Plan period, although there is currently no developer involvement in the site.</p> <p>The submitted site would not, on its own, meet the housing land requirement identified for the Kilmacolm/Quarriers area, although it could provide more than the 5 units suggested in the submission. 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, and although it would be contained by a landform to the north, it would increase pressure for development on the western side of Finlaystone Road.</p> <p>Owing to the impact on the approach to, and setting of Kilmacolm, and the fact that the site on its own would not contribute significantly to the identified shortfall, it is not a preferred option for housing development.</p>

Site Details

Site name	Port Glasgow Road
Settlement	Kilmacolm
Call for Sites reference	013
Site size (ha)	0.4
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	8 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on, and flood risk from, small watercourse through the site.
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Impact on protected species not known.
Climatic Factors	Car travel and associated emissions would be minimised as the site is within an accessible distance of the nearest bus stop - 45m, with relatively frequent services between

	Glasgow – Greenock.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil compaction and sealing.
Landscape	Development would have an adverse impact on the local landscape character of the village as the site contributes to the sensitive green wedge characteristic of Kilmacolm.
Material Assets	Proposal would reduce the amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Development of this scale would not be required to provide additional open space, but Suds could enhance green infrastructure provision. No impacts on active travel routes as site is 328m from the network. Site is within an accessible walking distance of local services – 400m

Green Belt boundary issues

Robustness of existing boundary	Port Glasgow Road forms northern boundary, but site sits in between existing houses to the south of Port Glasgow Road.
Robustness of proposed boundary	Would be formed by rear boundary of proposed houses.

Transportation and Accessibility Assessment

Road access to site	No issues.
Surrounding road network	No issues.
Active travel options	Approximately 330 metres to core path network.
Distance to public transport	Approximately 50 metres to nearest bus stop. Approximately 5km to nearest train station.
Distance to town/local centre	Approximately 400 metres to Kilmacolm local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known constraints.
Local services (education and health)	Available in Kilmacolm local centre
Does a proven housebuilder have an interest in the site?	Site has been submitted by a land agent.
Is there evidence of housing demand/need in the area proposed?	Yes. Homes for Scotland has identified Kilmacolm as a strong market area.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Uncertain. The land is in mixed ownership, although the submission has been made on behalf of all owners. The development may proceed on a plotted basis, which may have impact on delivery.

Summary and conclusion
The Port Glasgow Road site is not covered by any environmental designations. There are

not known to be any significant technical constraints on the development of the site. It is in a marketable area and is of a size that could be developed within the Plan period. The size and mixed ownership of the site may mean that it will be developed on a plotted basis which reduces certainty as to whether it will be developed within the Plan period.

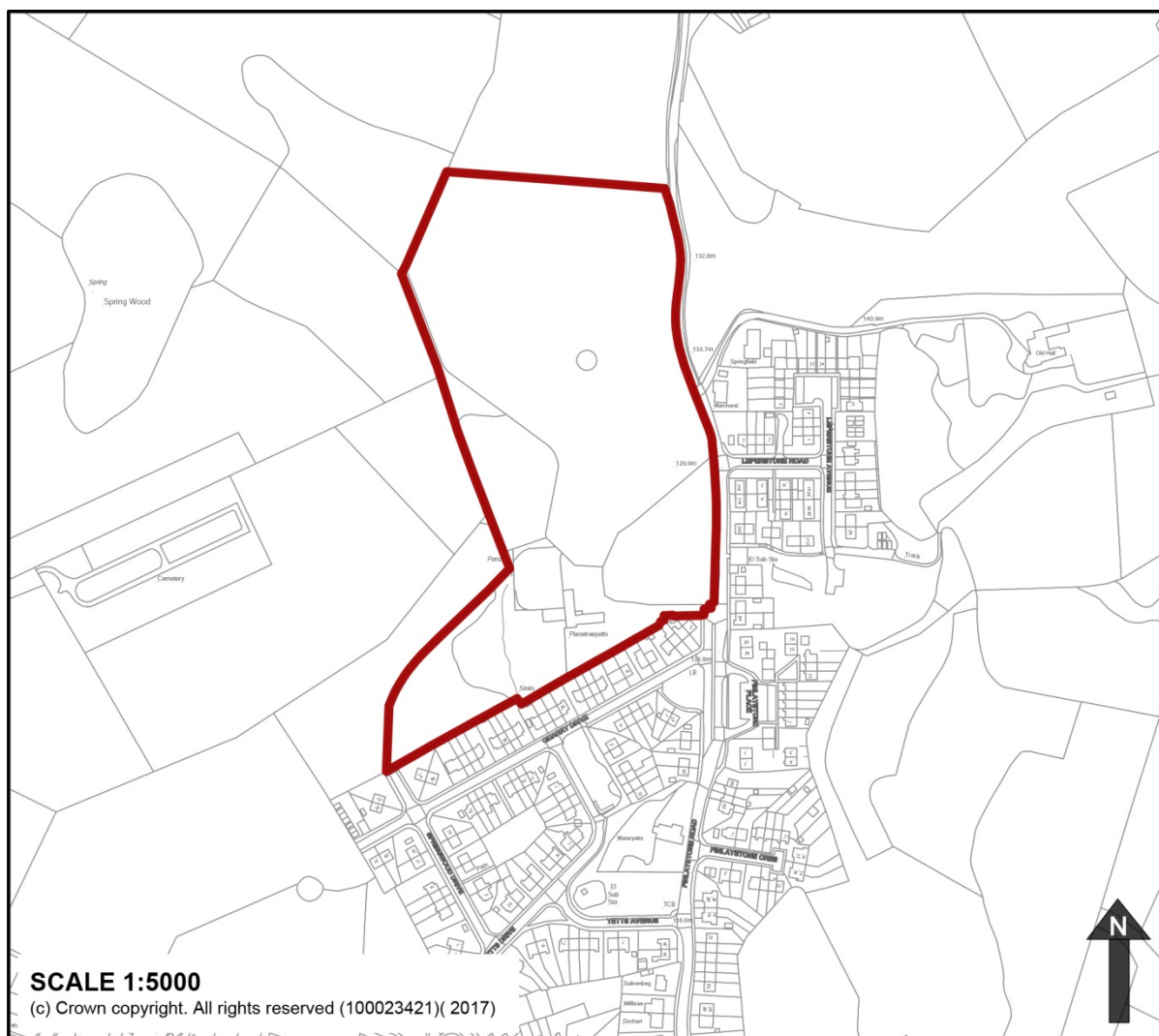
Development of the site would have impact on one of the key characteristics of Kilmacolm, the green wedges which extend into the centre of the village. However, the impact of development of this site on the wedge would be mitigated by there being existing development to either side of it. Release of the site could increase pressure for additional development on the remainder of the wedge.

A small burn runs through the site and would need to be culverted to allow development.

Given the limited impact the site would have on the identified shortfall of housing land in Kilmacolm, the uncertainty over the delivery of the site and the impact it would have on the approach to, and character of the village, this is not a preferred option for housing development.

Site Details

Site name	Planetreeyetts
Settlement	Kilmacolm
Call for Sites reference	014
Site size (ha)	6.1
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	100-150 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impacts on the small watercourse within southern part of site and GWDTE's within boggy areas. Medium to high risk of surface water flooding on part of the site and potential fluvial flood risk from watercourse. There may be an opportunity to deculvert a watercourse, although exact route unknown.
Biodiversity, Flora and Fauna	General loss of habitat through development of a largely

	greenfield site. Impact on protected species not known. Proposal seeks to retain semi-natural trees along the northern part and the eastern and internal field boundaries.
Climatic Factors	Car travel and associated emissions would be minimised as the site is within an accessible distance of the nearest bus stop - 74m.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil compaction and sealing. Some ground contamination may exist in the vicinity of the farm buildings to the south. While this is unlikely to be significant, further detailed survey work is required to confirm this.
Landscape	Development of the whole site, particularly the northern area beyond the existing development line, would expand the village out of its existing, relatively well-contained setting. This would have adverse impacts on the local landscape character, the setting of, and northern approach to the village. There may be some landscape capacity in the southern part of the site, which is lower lying and more clearly relates to the existing settlement. Submission seeks to retain existing landscape features.
Material Assets	Development would reduce the amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	Development of this scale would provide new open space and the opportunity to enhance green infrastructure through Suds provision and the integration of the burn into an enhanced green network. Opportunities for active travel enhancements/links within and outwith the site. Site is within an accessible walking distance of local services – 850m.

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

Road access to site	Site access issues need explored.
Surrounding road network	Road capacity issues need explored.
Active travel options	Approximately 600 metres to core path network.
Distance to public transport	Approximately 70 metres to nearest bus stop. Approximately 5km to nearest train station.
Distance to town/local centre	Approximately 850 metres to Kilmacolm local centre.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known constraints
Local services (education and health)	Available within Kilmacolm local centre
Does a proven housebuilder have an interest in the site?	Yes
Is there evidence of housing demand/need in the area proposed?	Yes. Homes for Scotland has identified Kilmacolm as a strong market area.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Yes

Summary and conclusion

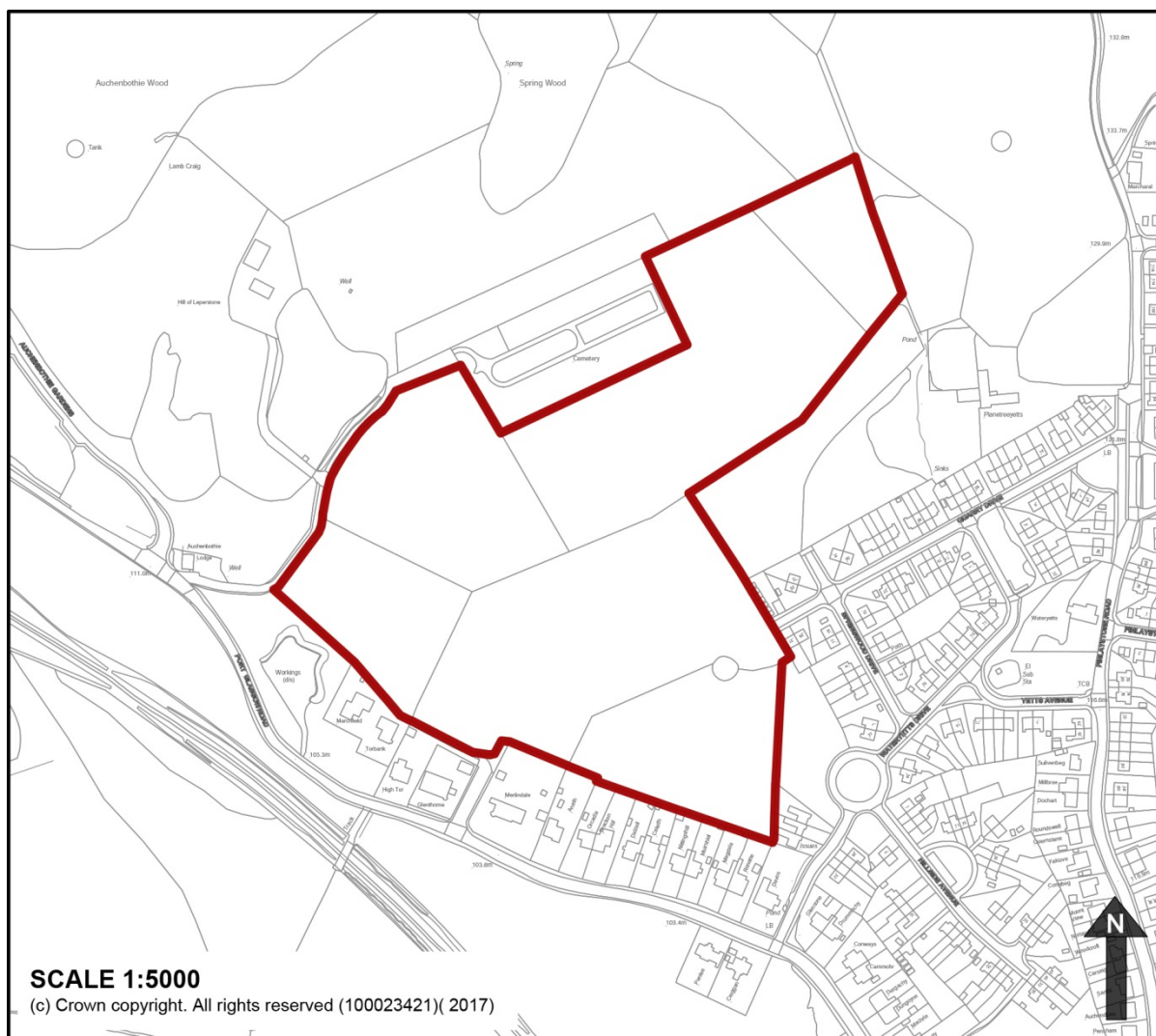
The Planetreeyetts site is not covered by any environmental designations. Site access and network capacity issues would need to be explored. It is in a marketable area and of a size that could be developed within the Plan period.

Development would have an adverse 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.

Release of a smaller part of the site that would align with the scale of housing land required and maintain a more contained settlement pattern may be more acceptable.

Site Details

Site name	West of Quarry Drive
Settlement	Kilmacolm
Call for Sites reference	015
Site size (ha)	9.7
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	200 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high risk of surface water flooding on part of site and potential flood risk from two small watercourses. Potential adverse impact on GWDTE's within boggy areas. There may be an opportunity to deculvert a watercourse on southern part of site.
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Impact on protected species not known.

Climatic Factors	Car travel and associated emissions would be minimised as the site is within an accessible distance of the nearest bus stop - 260m.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil compaction and sealing.
Landscape	Site is on rising ground, with the northern part open, elevated and prominent. Development of the whole site would extend the village beyond its existing relatively well-contained setting, leading to localised adverse impacts on landscape character and also on the setting of the village. There may be some landscape capacity in the southern and western parts of the site, which are lower lying and more contained in landscape terms.
Material Assets	Development would reduce the amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. Proposal seeks to provide new pedestrian/cycle access within site and along site frontage (Finlaystone Rd). Site is within an accessible walking distance of local services – 814m.

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	Large extent of northern boundary would be formed by cemetery and cemetery road, with remainder being a field boundary. This would contain future northern expansion. Eastern boundary is onto Plantreeyetts site and currently formed by field boundary.

Transportation and Accessibility Assessment

Road access to site	To be investigated
Surrounding road network	To be investigated
Active travel options	Approximately 700 metres to core path network.
Distance to public transport	Approximately 260 metres to nearest bus stop. Approximately 5km to nearest train station.
Distance to town/local centre	Approximately 800 metres to Kilmacolm local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known constraints.
Local services (education and health)	Available in Kilmacolm local centre
Does a proven housebuilder have an interest in the site?	Yes
Is there evidence of housing demand/need in	Yes. Homes for Scotland has identified

the area proposed?	Kilmacolm as a strong market area.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Yes

Summary and conclusion

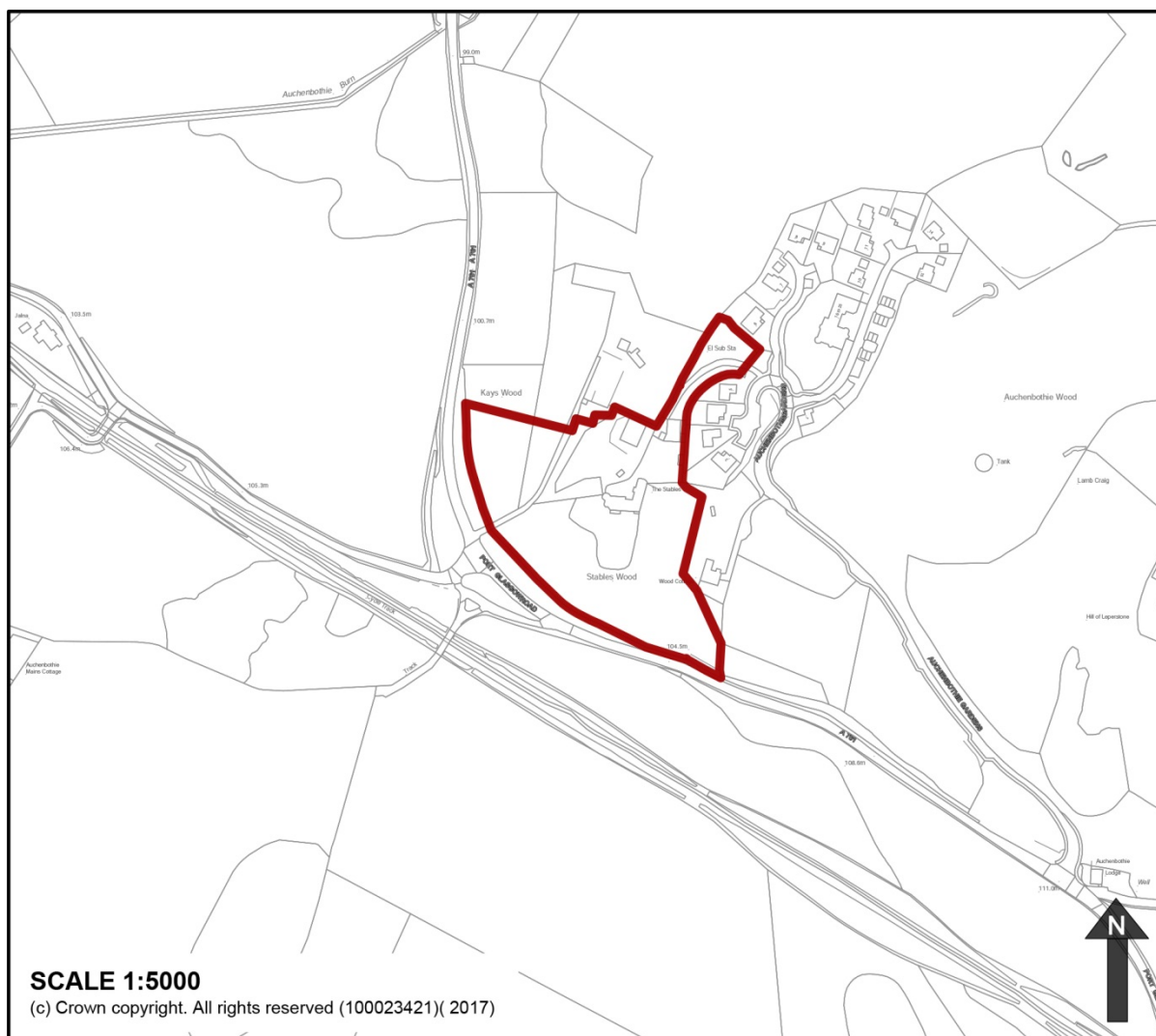
The Quarry Drive site is not covered by any environmental designations. There are not known to be any significant technical constraints on the development of the site. It is in a marketable area and is of a size that could be developed within the Plan period.

Development would have an adverse impact on the character and setting of the village. It would extend the existing well-contained village northwards. Although further northern expansion would be contained it could increase pressure for land to the east to be developed.

Release of a smaller part of the site that would align with the scale of housing land required, maintain a more contained settlement pattern, and have less of a landscape impact would be more acceptable.

Site Details

Site name	Stables Wood
Settlement	Kilmacolm
Call for Sites reference	016
Site size (ha)	2.2
Current use	Garden ground
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	10 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Not known if a public sewer connection is feasible as site is on edge of the Erskine sewer catchment
Biodiversity, Flora and Fauna	Adverse impact on semi-natural woodland, which covers the majority of the site. Impact on protected species not known
Climatic Factors	Likely to increase car travel as site is 807m from the

	nearest bus stop.
Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil compaction and sealing.
Landscape	Removal of the semi-natural woodland would have an adverse impacts on the local landscape
Material Assets	Development would reduce the amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. Adverse impact on the green network through the loss of woodland. No significant impact on active travel routes as site is 703m from the network. Site is within an accessible walking distance of local services – 1494m.

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

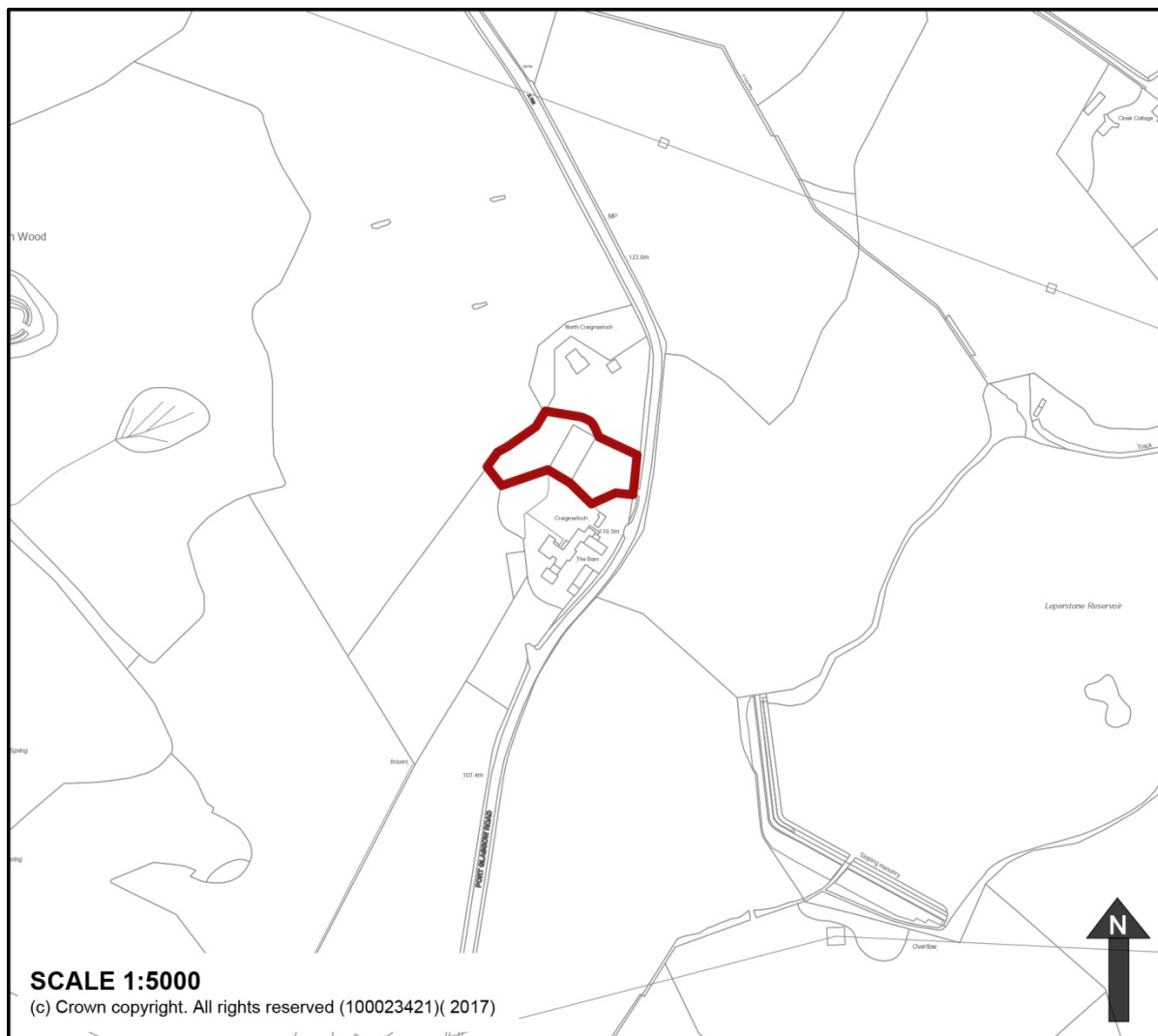
Road access to site	Poor visibility onto Port Glasgow Road. Preferred access from Auchenbothie Gardens.
Surrounding road network	No issues.
Active travel options	Approximately 700 metres to core path network.
Distance to public transport	Approximately 800 metres to nearest bus stop. Approximately 4km to nearest train station.
Distance to town/local centre	Approximately 1.5km to Kilmacolm local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known constraints.
Local services (education and health)	Available in Kilmacolm local centre
Does a proven housebuilder have an interest in the site?	No
Is there evidence of housing demand/need in the area proposed?	Yes. Homes for Scotland has identified Kilmacolm as a strong market area.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Uncertain. The site has no known housebuilder interest.

Summary and conclusion
<p>The Stables Wood site is not covered by any environmental designations. There are not known to be any significant technical constraints on the development of the site. It is in a marketable area and of a size that could be developed within the Plan period.</p> <p>Development would result in the loss of woodland. However, if developed sensitively the woodland could be used to mitigate the impact of the development on the local landscape.</p> <p>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. For this reason, it is not a preferred option for housing development in the Kilmacolm area.</p>

Site Details

Site name	Craigmarloch 1
Settlement	Kilmacolm
Call for Sites reference	017
Site size (ha)	0.4
Current use	Garden ground
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	4 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Not known if a public sewer connection is feasible as site falls out with the Erskine sewer catchment
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Impact on protected species not known
Climatic Factors	While the site is 1.76km from the nearest bus stop, a proposal of this scale is unlikely to significantly increase car travel.

Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil compaction and sealing.
Landscape	Unlikely to have any significant impact
Material Assets	Development would reduce the amount of greenfield land
Cultural Heritage	Potential adverse impact on the setting of Craigmarnoch Wood Fort, which is in close proximity to site. Further assessment required.
Population and Human Health	Development of this scale would not provide new open space, but could enhance green infrastructure through Suds provision. No impact on active travel routes as site is 1.27km from the network. Site is not within an accessible walking distance of local services – 2.4km.

Green Belt boundary issues

Robustness of existing boundary	Not applicable. Site is 1km+ from Kilmacolm and Port Glasgow.
Robustness of proposed boundary	If developed site would remain in green belt.

Transportation and Accessibility Assessment

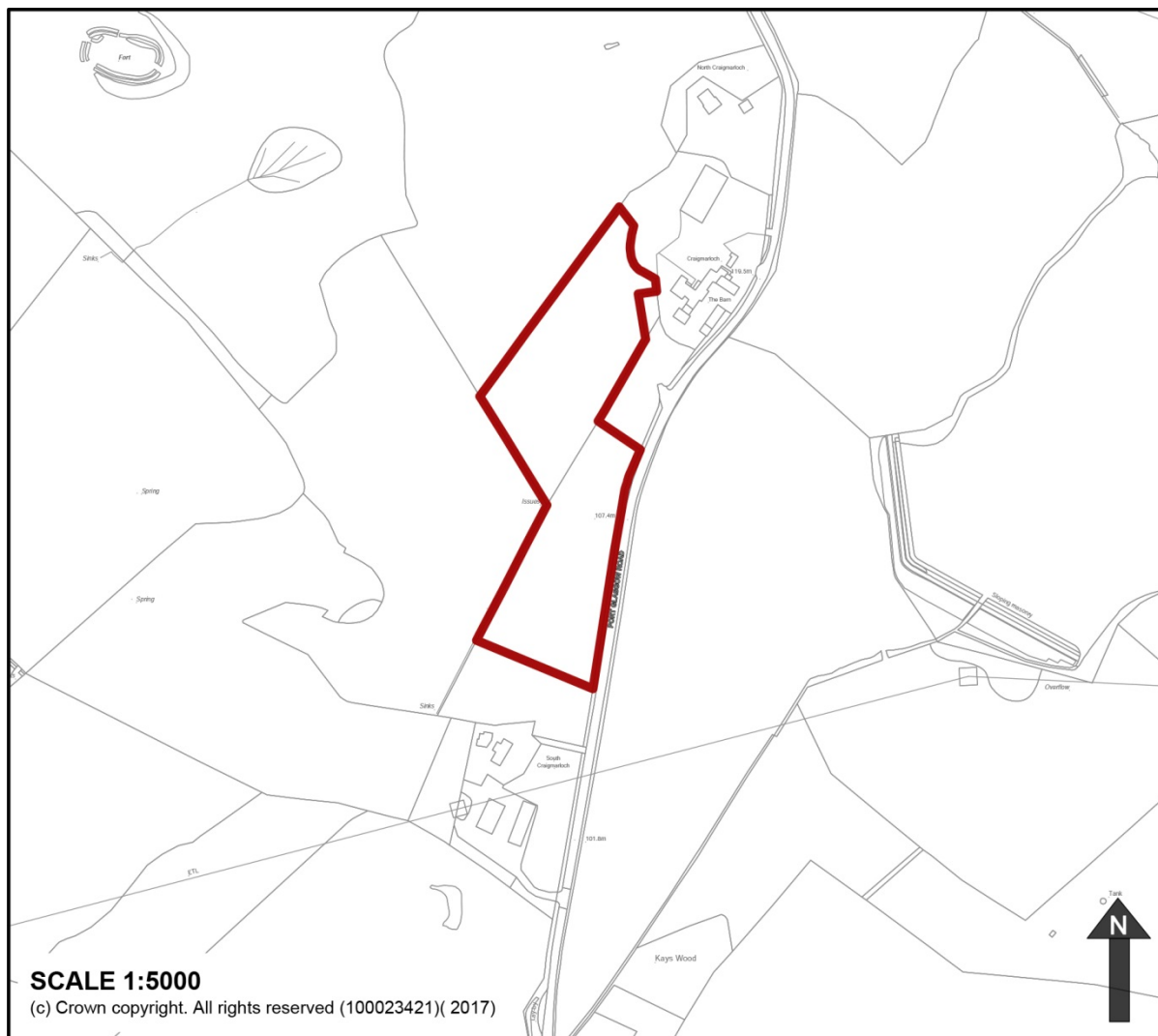
Road access to site	No issues
Surrounding road network	No issues
Active travel options	Approximately 1.3km to core path network.
Distance to public transport	Approximately 1.7km to nearest bus stop. Approximately 3km to nearest train station.
Distance to town/local centre	Approximately 2.4km.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known constraints.
Local services (education and health)	Available in Kilmacolm and Port Glasgow, but distant in both instances.
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. However, the site is some distance from Kilmacolm and is unlikely to be as attractive to builders as opportunities within the village.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Uncertain. Site is in joint ownership with no known housebuilder, but scale of development proposed is not significant, and similar sized developments have been completed in countryside surrounding Kilmacolm.

Summary and conclusion
<p>The Craigmarloch 1 proposal is for small scale residential development within the curtilage of an existing dwellinghouse. It would have no or limited impact on the natural environment. There may be technical constraints associated with access and other infrastructure connections owing to its isolated location.</p> <p>However, development would result in a cluster of buildings at this location, which would remain within the green belt and could appear incongruous in the countryside. The houses would be distant from Kilmacolm and Port Glasgow and have little social/community connection with them. Whilst small scale, the development would be contrary to the Plan's Sustainable Development Strategy, particularly in relation to development in the green belt.</p>

Site Details

Site name	Craigmarloch 2
Settlement	Kilmacolm
Call for Sites reference	018
Site size (ha)	2.1
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	25 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high risk of surface water flooding adjacent to site. Not known if a public sewer connection is feasible as site falls out with the Erskine sewer catchment.
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Impact on protected species not known.
Climatic Factors	Likely to increase car travel as site is 1.48km from the nearest bus stop.

Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil compaction and sealing.
Landscape	Adverse impact on landscape character as site is prominent, elevated and physically and perceptually detached from Kilmacolm.
Material Assets	Proposal would reduce the amount of greenfield land
Cultural Heritage	Potential adverse impact on the setting of Craigmarloch Wood Fort, which is in close proximity. Further assessment required.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. No impact on active travel routes as site is 1km from the network. Site is not within an accessible walking distance of local services – 2.17km.

Green Belt boundary issues

Robustness of existing boundary	Not applicable. Site is 1km+ from Kilmacolm and Port Glasgow.
Robustness of proposed boundary	If developed site would remain in green belt.

Transportation and Accessibility Assessment

Road access to site	No issues.
Surrounding road network	No issues.
Active travel options	Approximately 1km to core path network.
Distance to public transport	Approximately 1.5km to nearest bus stop. Approximately 4km to nearest train station.
Distance to town/local centre	Approximately 2.2km.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known constraints. However, isolated nature of site means connection issues are more likely than with sites closer to settlements.
Local services (education and health)	Available in Kilmacolm and Port Glasgow, but distant in both instances.
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. However, the site is some distance from Kilmacolm and is not unlikely to be as attractive to builders as opportunities within the village.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by	Uncertain, owing to a lack of a known housebuilder and the isolated nature of the site.

2024?	
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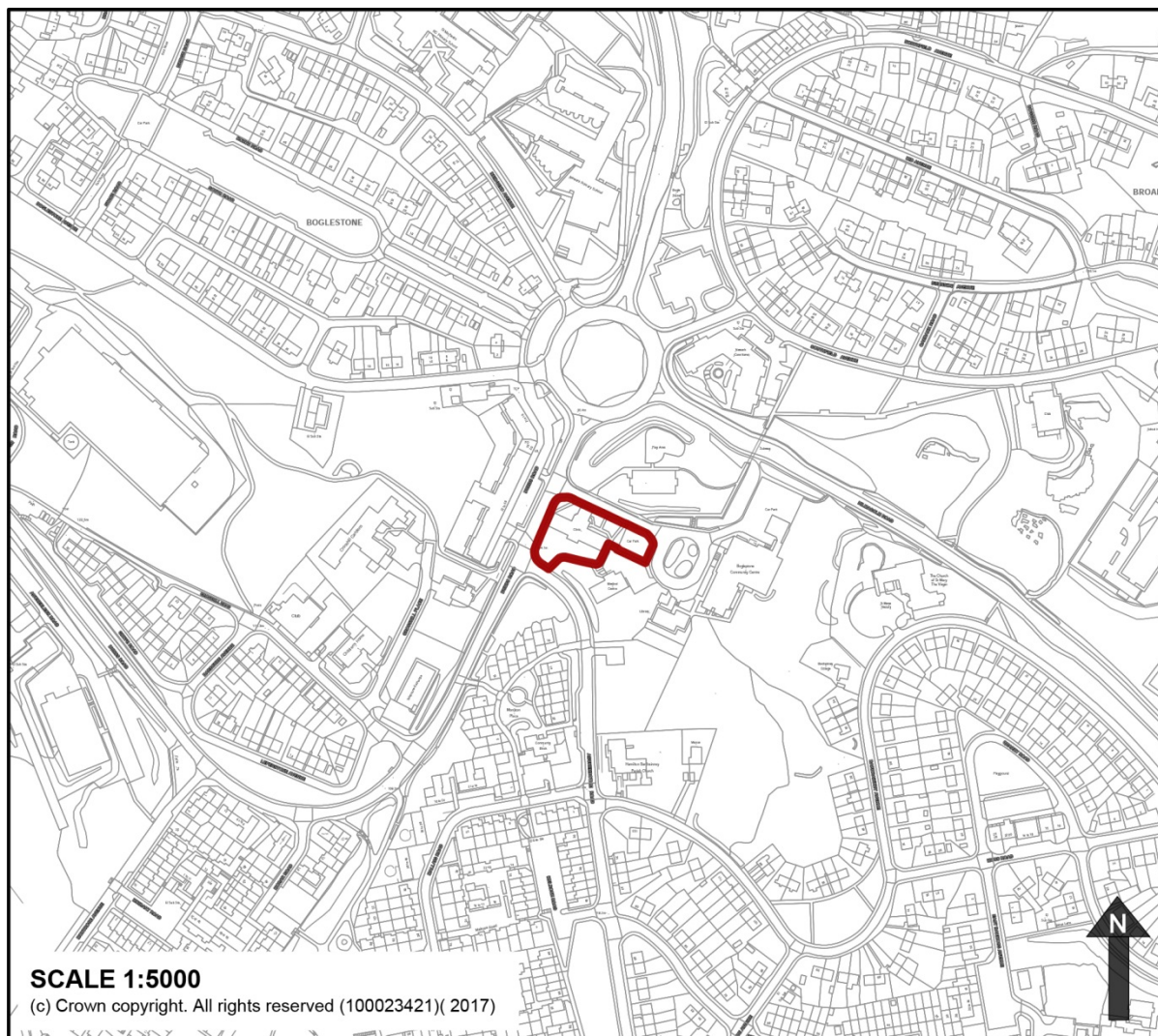
Summary and conclusion

<p>The Craigmarloch 2 site is of a size that could be developed within the plan period subject to there being no technical constraints to its development. There may be technical constraints associated with access and other infrastructure connections, owing to its isolated location.</p>
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<p>The site is in a detached and unsustainable location, having no physical or social/community connection to Kilmacolm or Port Glasgow. It would introduce urban development to the green belt in a location sitting between these two settlements and as such would be incongruous with its countryside surroundings.</p>

Site Details

Site name	Bogleston Clinic, Dubbs Road
Settlement	Port Glasgow
Call for Sites reference	019
Site size (ha)	0.24
Current use	Health clinic
Existing LDP allocation	Local centre
Proposed use	Residential
Scale of development proposed	15 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No known significant impacts
Biodiversity, Flora and Fauna	Unlikely to have any significant impact as proposal is for redevelopment of brownfield site in the built up area.
Climatic Factors	Car travel and associated emissions would be minimised as the site is within an accessible distance of the nearest bus stop - 152m
Air Quality	Short term adverse impact through the release of

	particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Redevelopment of a brownfield site. No known contamination issues
Landscape	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site within a built up area.
Material Assets	Redevelopment of a brownfield site
Cultural Heritage	No known impact on cultural heritage assets
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. Core path adjacent to site provides an opportunity for a direct link into the active travel network. Site is within an accessible walking distance of local services – 150m

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	No issues
Surrounding road network	No issues
Active travel options	Adjacent to core path network.
Distance to public transport	Approximately 150 metres to nearest bus stop. Approximately 1.2km to nearest train station.
Distance to town/local centre	Adjacent to Dubbs Road local centre.

Infrastructure and Deliverability

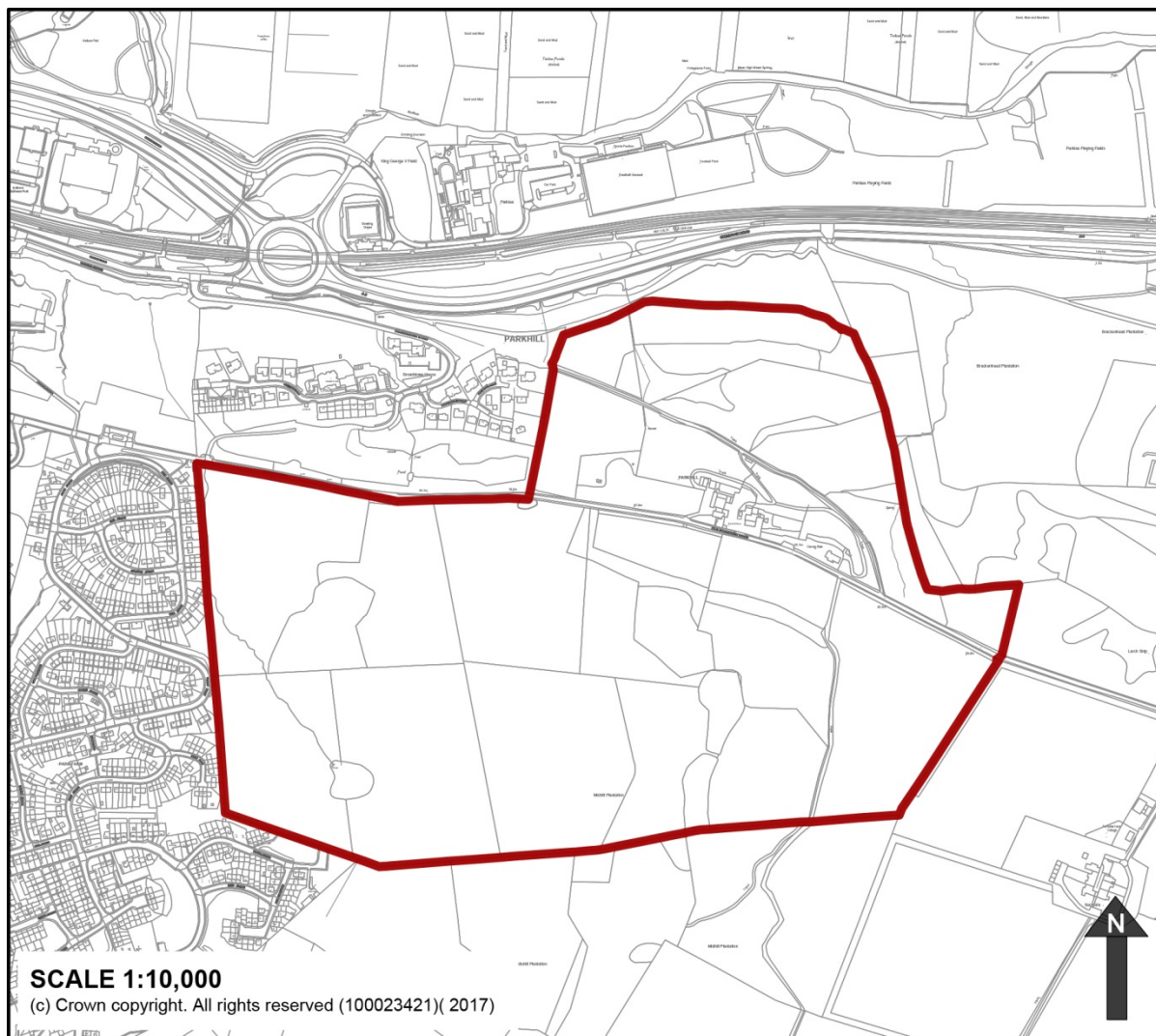
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known constraints
Local services (education and health)	Available within Port Glasgow
Does a proven housebuilder have an interest in the site?	RSL interest.
Is there evidence of housing demand/need in the area proposed?	Homes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

Summary and conclusion

The proposal is for the redevelopment of a site within the urban area, which is not known to have any environmental or technical constraints. The most likely tenure of development on the site is social rented.

Site Details

Site name	Parkhill Farm
Settlement	Port Glasgow
Call for Sites reference	020
Site size (ha)	61.2
Current use	Agriculture (unused)
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	470 (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on GWDTE's within boggy areas. Not known if a public sewer connection is feasible as site is on edge of the Inverclyde sewer catchment.
Biodiversity, Flora and Fauna	Potential adverse impact on the Midhill/Castlehill Plantations SINC, which overlaps with the south west part of the site. General loss of habitat through development of greenfield site. Impact on protected species not known.

Climatic Factors	Likely to increase car travel as site is 734m from the nearest bus stop.
Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil sealing and compaction.
Landscape	Development would have significant adverse impacts on local landscape character and setting as site is elevated, on steeply rising ground and defines the eastern landscape setting of Port Glasgow.
Material Assets	Proposal would reduce the amount of greenfield land.
Cultural Heritage	Part of the site extends into the south-west part of Finlaystone House Garden and Designed Landscape. Development of this area would have a significant adverse impact on its integrity and the understanding and appreciation of its significance.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. Direct access to active travel network as core path runs through site. Site is not within an accessible walking distance of local services – 1.83km.

Green Belt boundary issues

Robustness of existing boundary	Strong geometric boundary, but predominantly formed by street and garden boundary fences.
Robustness of proposed boundary	Area to north of Old Greenock Road has this road as its southern boundary, with woodland forming its northern and eastern boundaries, containing further eastern expansion. Land to south of Old Greenock Road does not appear to have an eastern boundary associated with clearly identifiable landscape features.

Transportation and Accessibility Assessment

Road access to site	Parts of the site could be accessed off Old Greenock Road, but scale of development would require 2-3 accesses. This would require street lighting and the footway to be extended along Old Greenock Road. Other parts would require access from Park Farm
Surrounding road network	No issues
Active travel options	Approximately 370 metres to core path network.
Distance to public transport	Approximately 750 metres to nearest bus stop. Approximately 1.7km to nearest train station.
Distance to town/local centre	Approximately 1.8km.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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Local services (education and health)	Available in Port Glasgow.
Does a proven housebuilder have an interest in the site?	Miller Homes have ownership of an adjoining area of land which previously had planning permission for residential development incorporating land owned by the proposer of this site.
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	No. Part of the site has been allocated for residential development for some time without their being any definite interest in the site being developed. There is no evidence that the identification of a larger site would change this.

Summary and conclusion

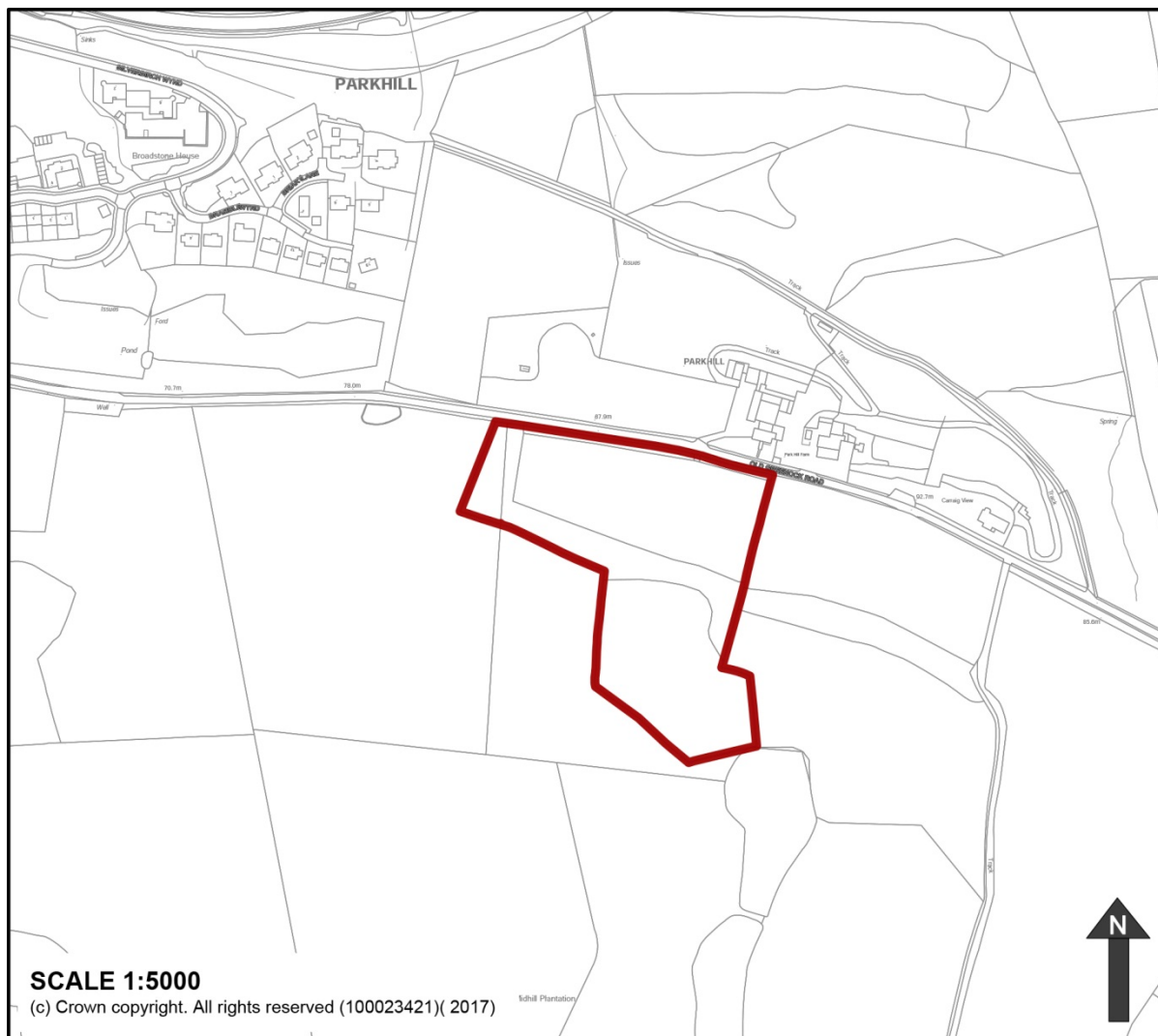
A large extent of the Parkhill Farm site is covered by a SINC designation, and to a lesser extent a Garden and Designed Landscape designation. There are not known to be any significant technical constraints on the development of the site.

The proposed development sites (Call for Sites submissions 020 & 021) appear to be related to land ownership, and no attempt has been made to create a coherent extension to Port Glasgow, as the sites promoted are not connected, and suggest separate eastern extensions to Port Glasgow to the north and south of Old Greenock Road. It is not considered that the proposed sites could result in the creation of a robust green belt boundary.

There is not known to be any developer interest in bringing forward these sites, either from an RSL or private developer.

Site Details

Site name	Parkhill
Settlement	Port Glasgow
Call for Sites reference	021
Site size (ha)	2.7
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	50 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on GWDTE's within boggy parts of site. Not known if a public sewer connection is feasible as site is on edge of Inverclyde sewer catchment.
Biodiversity, Flora and Fauna	General loss of habitat through development of greenfield site. Impact on protected species not known. Site is adjacent to Midhill/Castlehill SINC, but development is unlikely to impact on it

Climatic Factors	Likely to increase car travel as site is 734m from the nearest bus stop.
Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil sealing and compaction.
Landscape	Development would have a significant adverse impact on local landscape character as site is elevated, on steeply rising ground, and physically, visually and perceptually detached from Port Glasgow.
Material Assets	Development would reduce the amount of greenfield land
Cultural Heritage	Potential adverse impact on Finlaystone House GDL, which is in close proximity to site.
Population and Human Health	Proposal of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. No impacts on active travel routes as site is 368m from the network. Site is not within an accessible walking distance of local services – 1.83km.

Green Belt boundary issues

Robustness of existing boundary	Site is isolated from existing settlement boundary
Robustness of proposed boundary	Site boundaries relate to field boundaries and edges of woodland areas.

Transportation and Accessibility Assessment

Road access to site	Access from Old Greenock Road. Would require footway and lighting to be extended to site access.
Surrounding road network	No issues.
Active travel options	Approximately 370 metres to core path network.
Distance to public transport	Approximately 750 metres to nearest bus stop. Approximately 1.7km to nearest train station.
Distance to town/local centre	Approximately 1.8km.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known constraints
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	No

Summary and conclusion

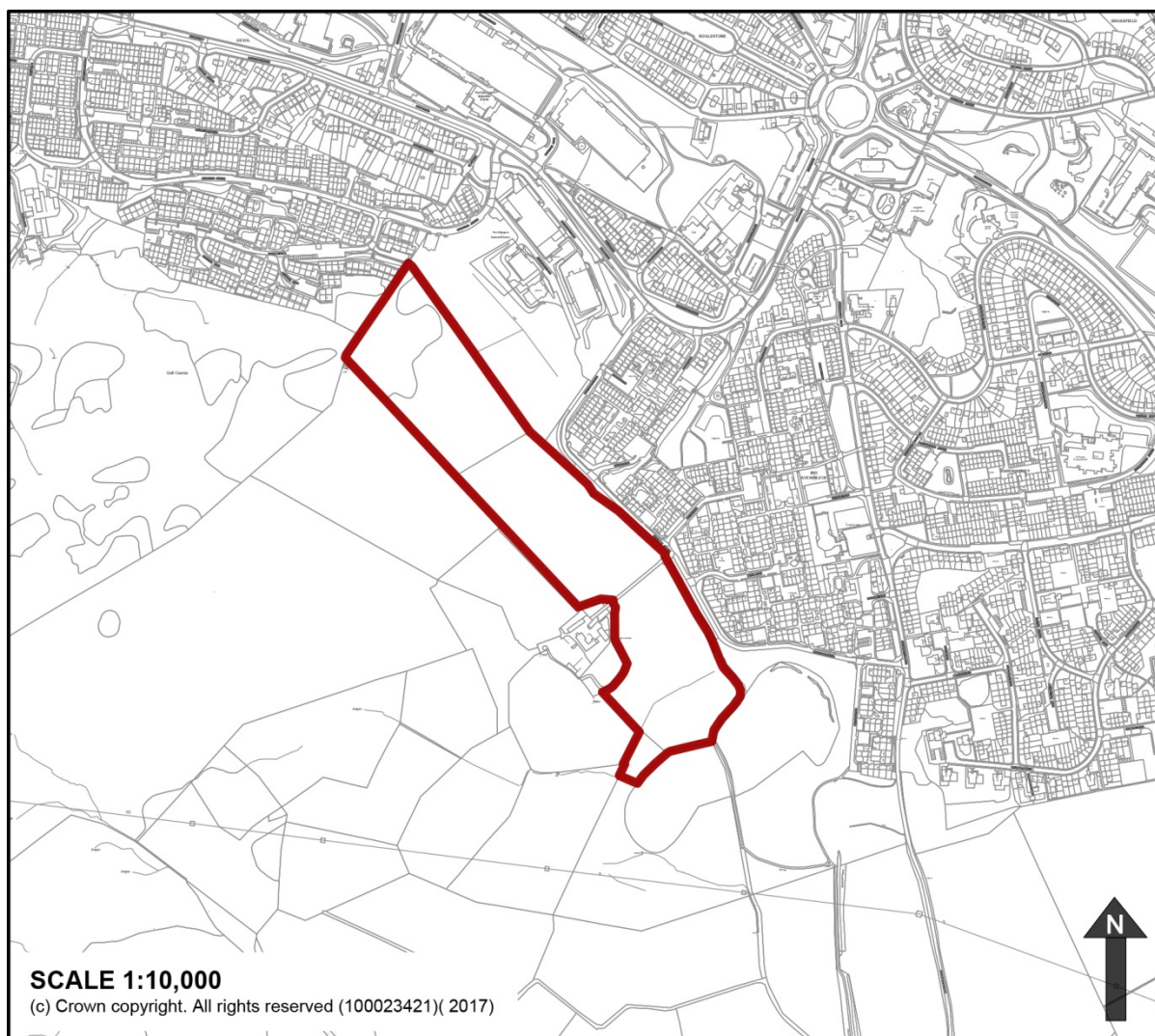
There are no environmental designations on the Parkhill site, although it sits in close proximity to a SINC and Garden and Designed Landscape designation. There are not known to be any significant technical constraints on the development of the site.

The proposed development site is isolated from the settlement boundary of Port Glasgow and would form an isolated development in the green belt. It is not considered that the proposed site could result in the creation of a robust green belt boundary. It would also have an adverse landscape impact.

There is not known to be any developer interest in bringing forward these sites, either from an RSL or private developer.

Site Details

Site name	High Auchenleck Farm
Settlement	Port Glasgow
Call for Sites reference	022
Site size (ha)	10.1
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	Approximately 200 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on small watercourse through site and GWDTE's in boggy north west part. Medium to high risk of surface water flooding on part of site and potential flood risk from small watercourse.
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield

	site. Impact on protected species not known. Southern edge of the site is adjacent to Crosshill Road Heath SINC, but development is unlikely to impact on it.
Climatic Factors	Car travel and associated emissions would be minimised as the site is within an accessible distance of the nearest bus stop - 104m.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil compaction and sealing.
Landscape	Development would have a significant adverse impact on local landscape character and setting as site is open, sloping, exposed, prominent and helps to define the landscape setting of the Port Glasgow.
Material Assets	Proposal would reduce the amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision The core path and NCR75 adjacent to the south east boundary provides an opportunity for direct links to the active travel network. Site is within an accessible walking distance of local services – 531m

Green Belt boundary issues

Robustness of existing boundary	Along all is formed by Montrose Avenue and Crosshill Road/NCR75. Westernmost part does not adjoin settlement boundary.
Robustness of proposed boundary	Field boundary. A more robust boundary would have to be created.

Transportation and Accessibility Assessment

Road access to site	No issues.
Surrounding road network	No issues.
Active travel options	Approximately 150 metres to core path network.
Distance to public transport	Approximately 100 metres to nearest bus stop. Approximately 1.7km to nearest train station.
Distance to town/local centre	Approximately 500 metres to Dubbs Road local centre

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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	Homes for Scotland has identified Inverclyde

the area proposed?	East as an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	No.

Summary and conclusion

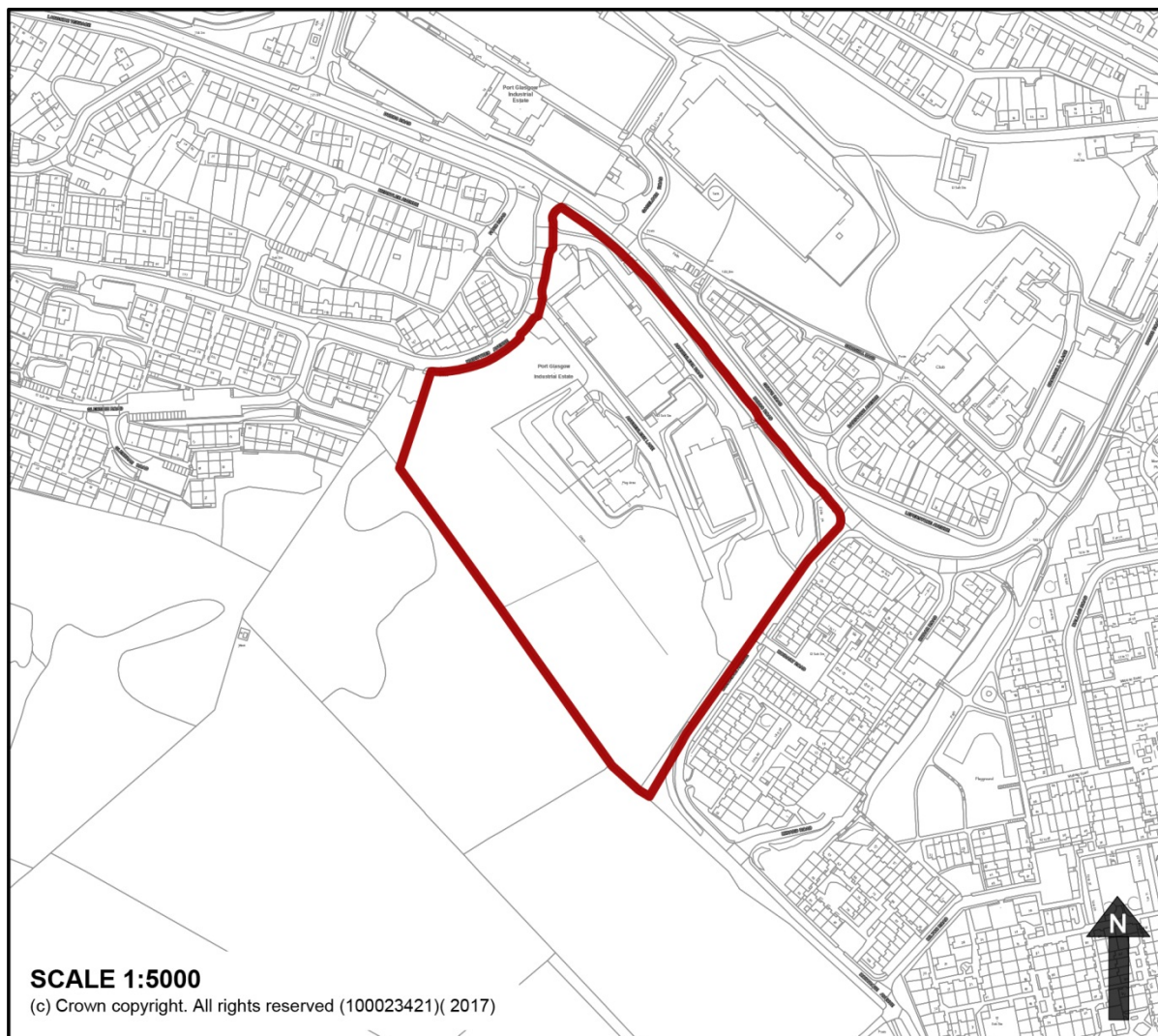
There are no environmental designations on the High Auchenleck site, although it adjoins a SINCL. There are not known to be any significant technical constraints on the development of the site.

Allocation of the site would weaken the green belt boundary at this location, and would have an adverse landscape impact.

There is not known to be any developer interest in bringing forward this site, either from an RSL or private developer.

Site Details

Site name	Port Glasgow Industrial Estate
Settlement	Port Glasgow
Call for Sites reference	023
Site size (ha)	6.3
Current use	Industrial/vacant
Existing LDP allocation	Business and industry
Proposed use	Residential
Scale of development proposed	250 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on, and flood risk from, small watercourse through site. There may be an adverse impact on GWDTE's within greenfield part of site.
Biodiversity, Flora and Fauna	General loss of habitat through development of the greenfield part of site. Impact on protected species not known.
Climatic Factors	Car travel and associated emissions would be minimised

	as the site is within an accessible distance of the nearest bus stop - 81m.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Positive impact through redevelopment of brownfield land, but an adverse impact on greenfield area through soil sealing and compaction.
Landscape	Unlikely to have any significant impact as proposal is largely for the redevelopment of a brownfield site within the built up area.
Material Assets	Positive impact through redevelopment of brownfield land, but an adverse impact by reducing amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. The core path adjacent to the western boundary and within the north west part of the site provides an opportunity for a direct link to the active travel network. Site is within an accessible walking distance of local services – 668m.

Green Belt boundary issues

Robustness of existing boundary	Site is within settlement boundary.
Robustness of proposed boundary	Would need to be created.

Transportation and Accessibility Assessment

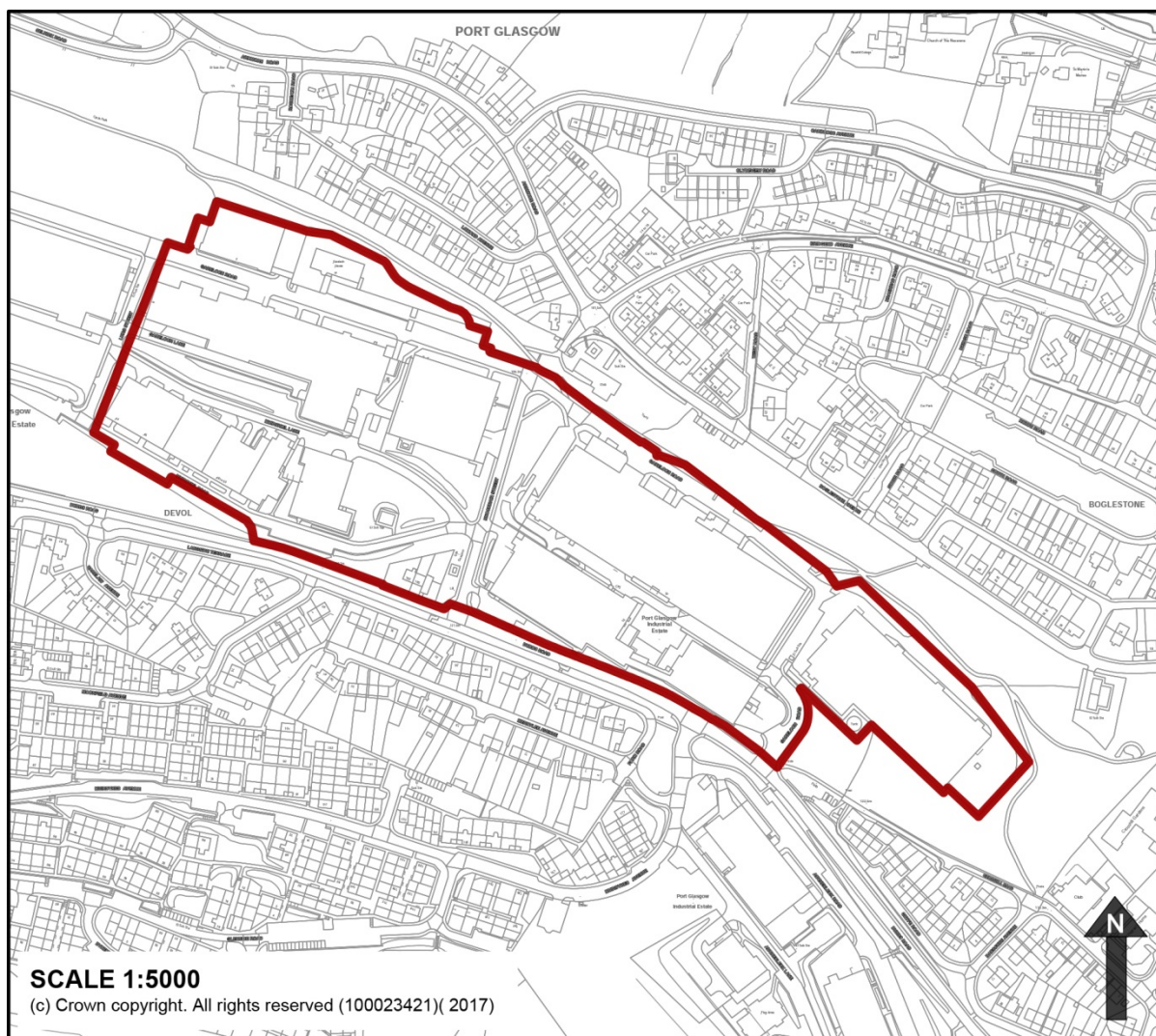
Road access to site	Access from Dubbs Road.
Surrounding road network	No issues.
Active travel options	Approximately 340 metres to core path network.
Distance to public transport	Approximately 80 metres to nearest bus stop. Approximately 1.8km to nearest train station.
Distance to town/local centre	Approximately 670 metres to Dubbs Road local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	No.

Summary and conclusion
<p>There are no environmental designations or known technical constraints on the Port Glasgow Industrial Estate (south) site.</p> <p>The majority of the site is brownfield and has residential areas adjacent, so residential development on that part would be acceptable in land use terms. However, there are issues associated with loss of land for employment use.</p> <p>There is not known to be any developer interest in bringing forward this site, either from an RSL or private developer.</p>

Site Details

Site name	Port Glasgow Industrial Estate
Settlement	Port Glasgow
Call for Sites reference	024
Site size (ha)	10.2
Current use	Industrial/vacant
Existing LDP allocation	Business & industry
Proposed use	Residential
Scale of development proposed	400 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high risk of surface water flooding on part of site. Potential opportunity to deculvert a watercourse through site, although exact route unknown.
Biodiversity, Flora and Fauna	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site within the built up area.
Climatic Factors	Car travel and associated emissions would be minimised as the site is within an accessible distance of the nearest

	bus stop - 19m.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Redevelopment of this industrial area could, potentially, result in soil remediation if contaminants are present.
Landscape	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site within the built up area.
Material Assets	Positive impact through the redevelopment of vacant/derelict buildings.
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision The core path and NCR75 adjacent to the northern boundary provides an opportunity for direct links to the active travel network. Site is within an accessible walking distance of local services – 597m.

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	Access from Dubbs Road.
Surrounding road network	No issues.
Active travel options	Approximately 220 metres to core path network.
Distance to public transport	Approximately 20 metres to nearest bus stop. Approximately 1.6km to nearest train station.
Distance to town/local centre	Approximately 600 metres to Dubbs Road local centre

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	No.

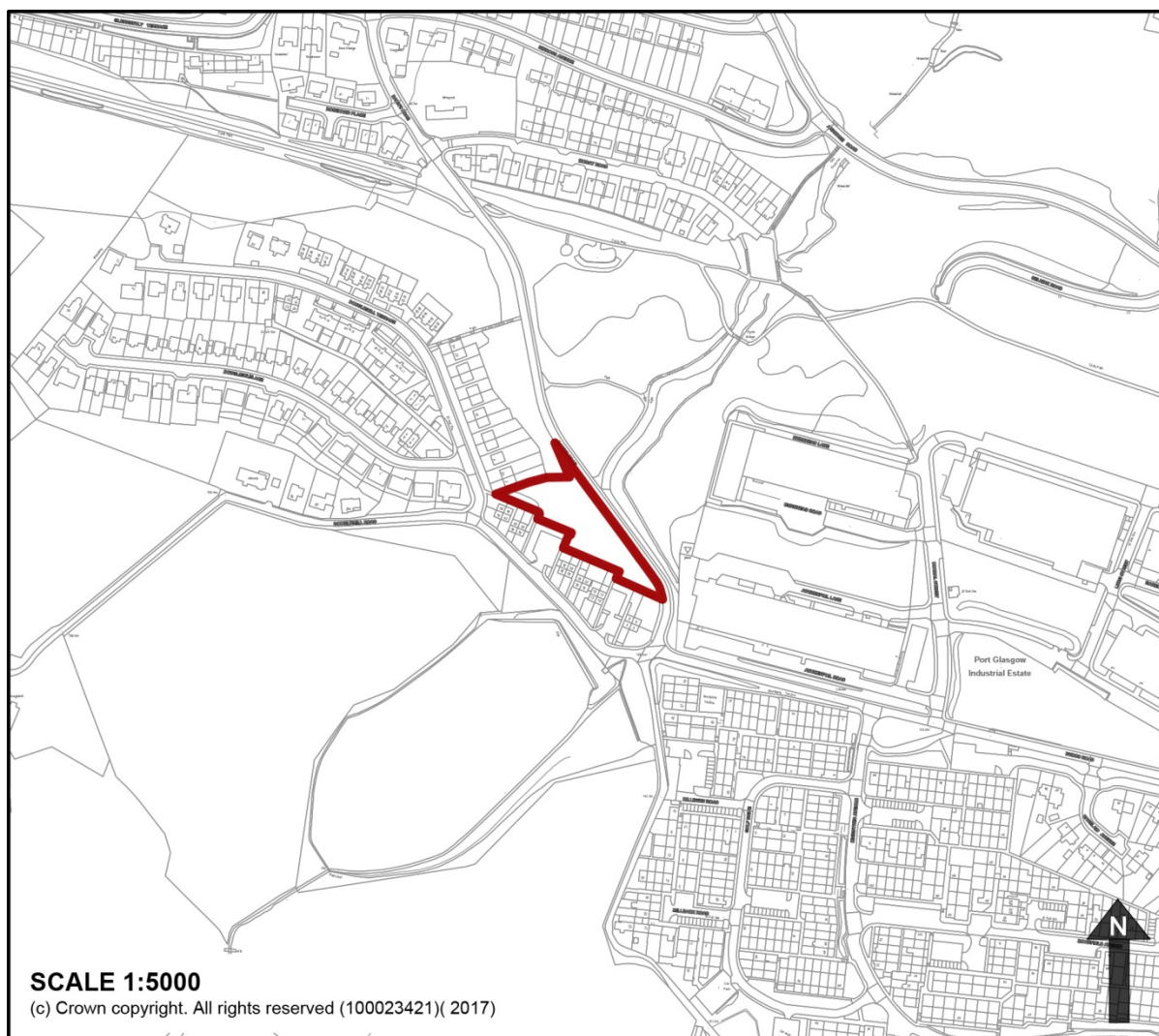
Summary and conclusion
There are no environmental designations or known technical constraints on the Port Glasgow Industrial Estate (north) site.

The site is brownfield and has residential areas adjacent so residential development on that part would be acceptable in land use terms. However, there are issues associated with loss of land for employment use.

There is not known to be any developer interest in bringing forward this site, either from an RSL or private developer.

Site Details

Site name	Barr's Brae (south)
Settlement	Port Glasgow
Call for Sites reference	025
Site size (ha)	0.3 (check)
Current use	Scrubland
Existing LDP allocation	Residential
Proposed use	Residential
Scale of development proposed	8 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential flood risk from watercourse along site boundary and from the area of medium/high surface water flood risk adjacent to site.
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Impact on protected species not known.
Climatic Factors	Car travel and associated emissions would be minimised as the site is within an accessible distance of the nearest

	bus stop - 399m.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil compaction and sealing.
Landscape	Development would have adverse impacts as site is open and on steeply sloping ground.
Material Assets	Proposal would reduce the amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	Development of this scale would not be required to provide new open space, but and Suds would contribute to green infrastructure provision. The core path adjacent to eastern boundary provides an opportunity for a direct link to the active travel network. Site is within an accessible walking distance of local services – 919m.

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	Potentially difficult to achieve owing to steepness of site.
Surrounding road network	No issues.
Active travel options	Adjacent to core path network.
Distance to public transport	Approximately 400 metres to nearest bus stop. Approximately 960 to nearest train station.
Distance to town/local centre	Approximately 670 metres to Port Glasgow town centre.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	No

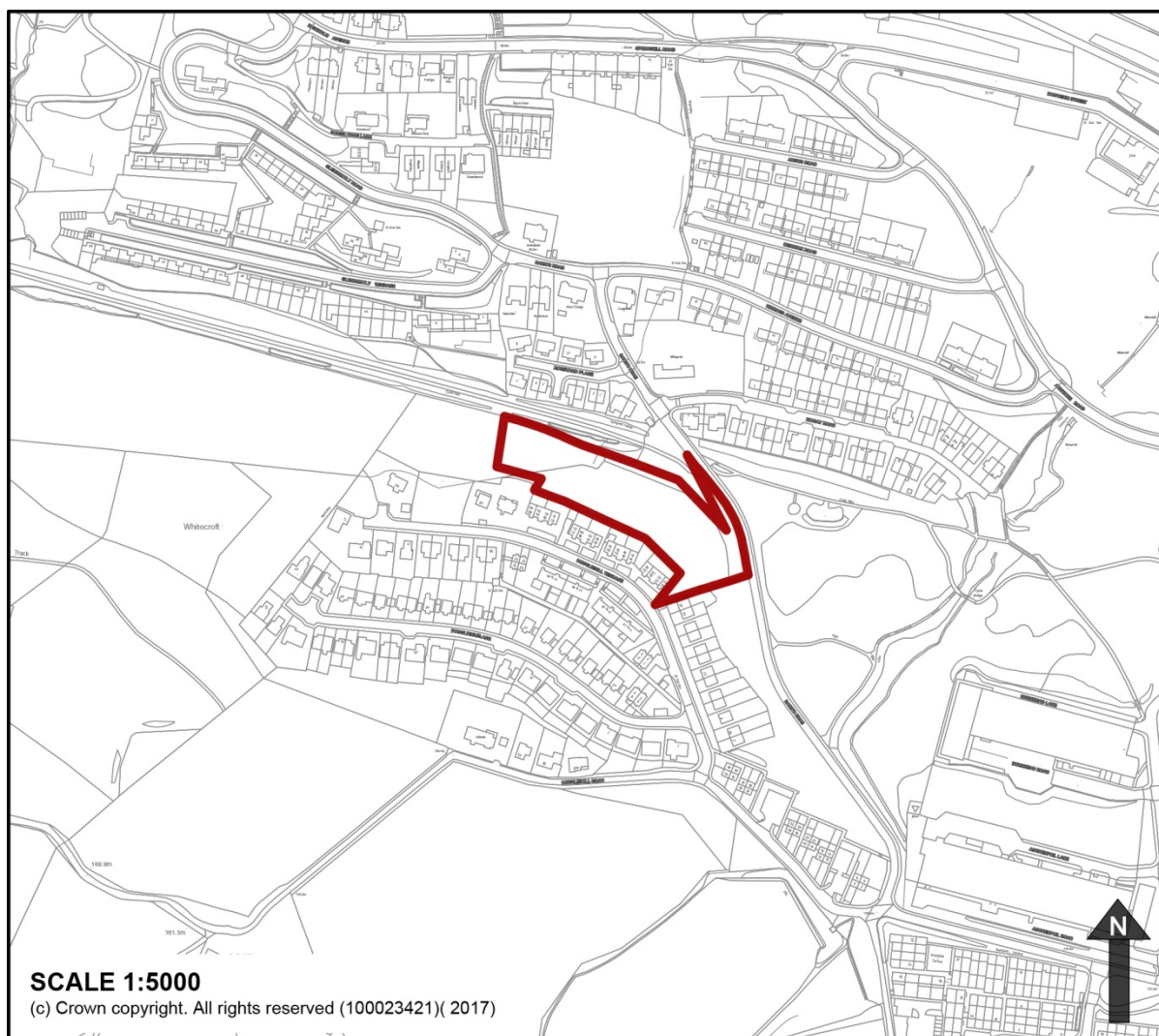
Summary and conclusion

There are no environmental designations affecting the site. The steepness of the site could make it technically difficult to deliver and also to minimise the landscape impact of the development.

There is not known to be any developer interest in bringing forward this site, either from an RSL or private developer.

Site Details

Site name	Barr's Brae (north)
Settlement	Port Glasgow
Call for Sites reference	026
Site size (ha)	0.8
Current use	Scrubland
Existing LDP allocation	Open space
Proposed use	Residential
Scale of development proposed	15 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No significant impacts identified
Biodiversity, Flora and Fauna	Proposal would result in the loss of a significant area of semi-natural woodland, which also contributes to an established habitat corridor/green network. Impact on protected species not known.
Climatic Factors	Car travel and associated emissions would be minimised as the site is within an accessible distance of the nearest

	bus stop - 571m.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil compaction and sealing.
Landscape	Development would have significant adverse impacts on local landscape character and landscape setting as site is steeply sloping and provides landscape setting.
Material Assets	Proposal would reduce amount of greenfield land.
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. The core path and NCR75 running through the north eastern tip of the site provides a direct link to the active travel network. Site is within an accessible walking distance from local services – 890m.

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	Potentially difficult to achieve owing to steepness of site.
Surrounding road network	No issues.
Active travel options	Approximately 80 metres to core path network.
Distance to public transport	Approximately 570 metres to nearest bus stop. Approximately 900 metres to nearest train station.
Distance to town/local centre	Approximately 900 metres to Port Glasgow town centre.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	No

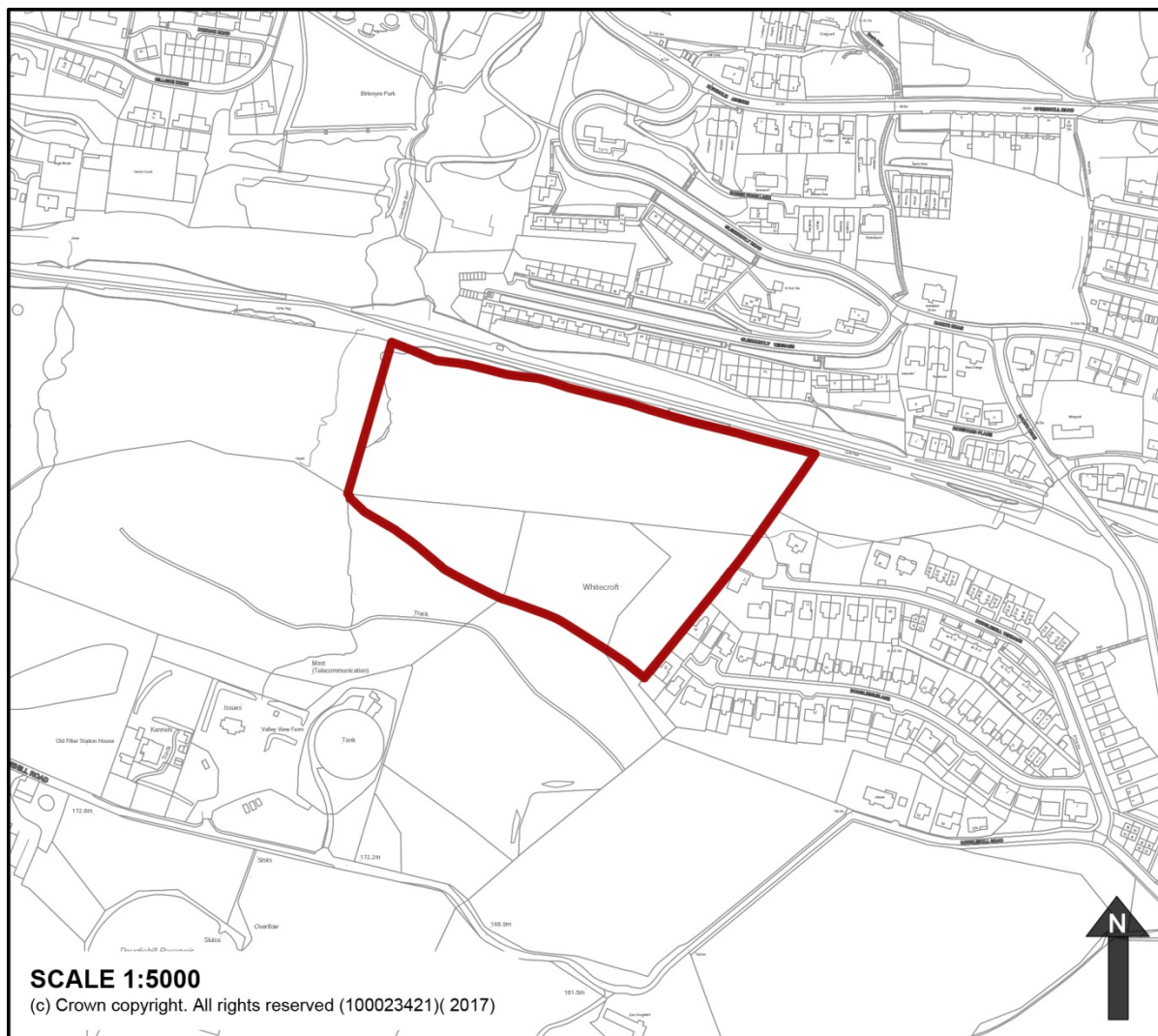
Summary and conclusion

There are no environmental designations affecting the site. The steepness of the site could make it technically difficult to deliver and also to minimise the landscape impact of the development.

There is not known to be any developer interest in bringing forward this site, either from an RSL or private developer.

Site Details

Site name	Dougliehill
Settlement	Port Glasgow
Call for Sites reference	027
Site size (ha)	4.1
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	100 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high risk of surface water flooding on small part of site and potential flood risk from adjacent watercourse.
Biodiversity, Flora and Fauna	Development would result in a significant loss of semi-natural woodland, which also contributes to an established habitat/green network corridor. Impact on protected species not known.
Climatic Factors	Likely to increase car travel as site is 794m from nearest

	bus stop.
Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil compaction and sealing.
Landscape	Development of this steeply sloping wooded site would have significant adverse impacts on local landscape character and landscape setting.
Material Assets	Proposal would reduce the amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. The core path and NCR75 adjacent to the northern boundary provide an opportunity for a direct link to the active travel network. Site is within an accessible walking distance of local services – 1.06km

Green Belt boundary issues

Robustness of existing boundary	Formed by National Cycle Route
Robustness of proposed boundary	Would need to be created.

Transportation and Accessibility Assessment

Road access to site	Through Douglichill Place and accessed over private land.
Surrounding road network	No issues.
Active travel options	Approximately 460 metres to core path network.
Distance to public transport	Approximately 790 metres to nearest bus stop. Approximately 1.3km to nearest train station.
Distance to town/local centre	Approximately 1.1 km to Port Glasgow town centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	No

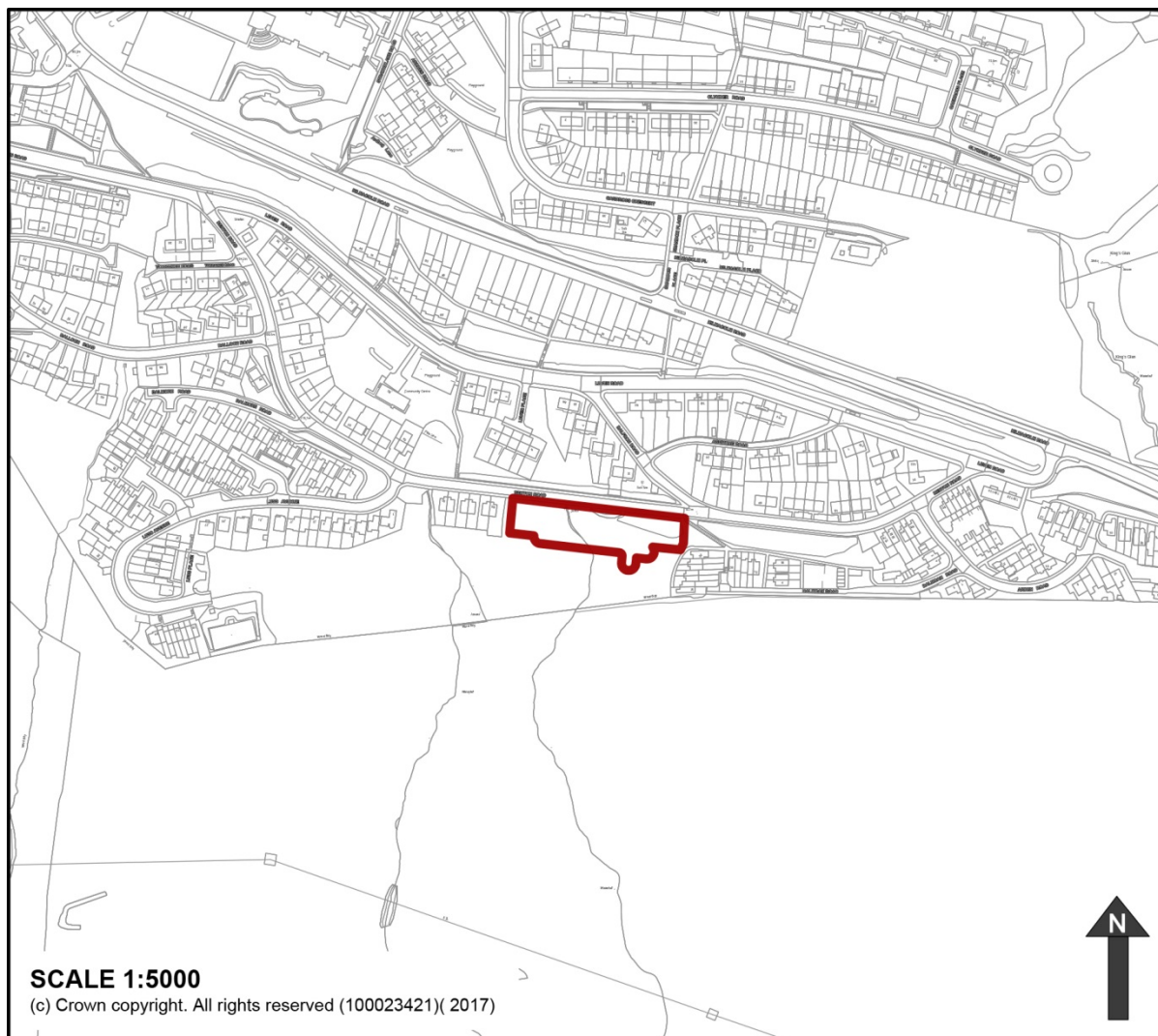
Summary and conclusion
There are no environmental designations affecting the site. The steepness of the site could make it technically difficult to deliver. Access to site through Douglichill Place may be difficult and would be over private land.

The steepness of the site may make it difficult to minimise the landscape impact of the development.

There is not known to be any developer interest in bringing forward this site, either from an RSL or private developer.

Site Details

Site name	Renton Road
Settlement	Greenock
Call for Sites reference	028
Site size (ha)	0.3
Current use	Scrubland
Existing LDP allocation	Residential development opportunity
Proposed use	Mixed
Scale of development proposed	50 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on watercourse flowing through site and on GWDTE's in boggy areas. Medium to high surface water flood risk on part of site and potential flood risk from small watercourse.
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Impact on protected species not known.
Climatic Factors	Car travel and associated emissions would be minimised

	as the site is within an accessible distance of the nearest bus stop - 51m.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil sealing and compaction
Landscape	While site is sloping and prominent, development is unlikely to have an adverse impact as there is existing housing to the east and west.
Material Assets	Proposal would reduce amount of greenfield land
Cultural Heritage	No impacts on cultural heritage assets identified.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. No impacts on active travel routes as site is 797m from the network. Site is within an accessible walking distance of local services – 1.4km

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	No issues.
Surrounding road network	No issues
Active travel options	Approximately 800 metres to core path network.
Distance to public transport	Approximately 50 metres to nearest bus stop. Approximately 1.1km to nearest train station.
Distance to town/local centre	Approximately 1.4km metres to Greenock town centre.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	No

Summary and conclusion

There are no environmental designations affecting the site. The steepness of the site could make it technically difficult to deliver.

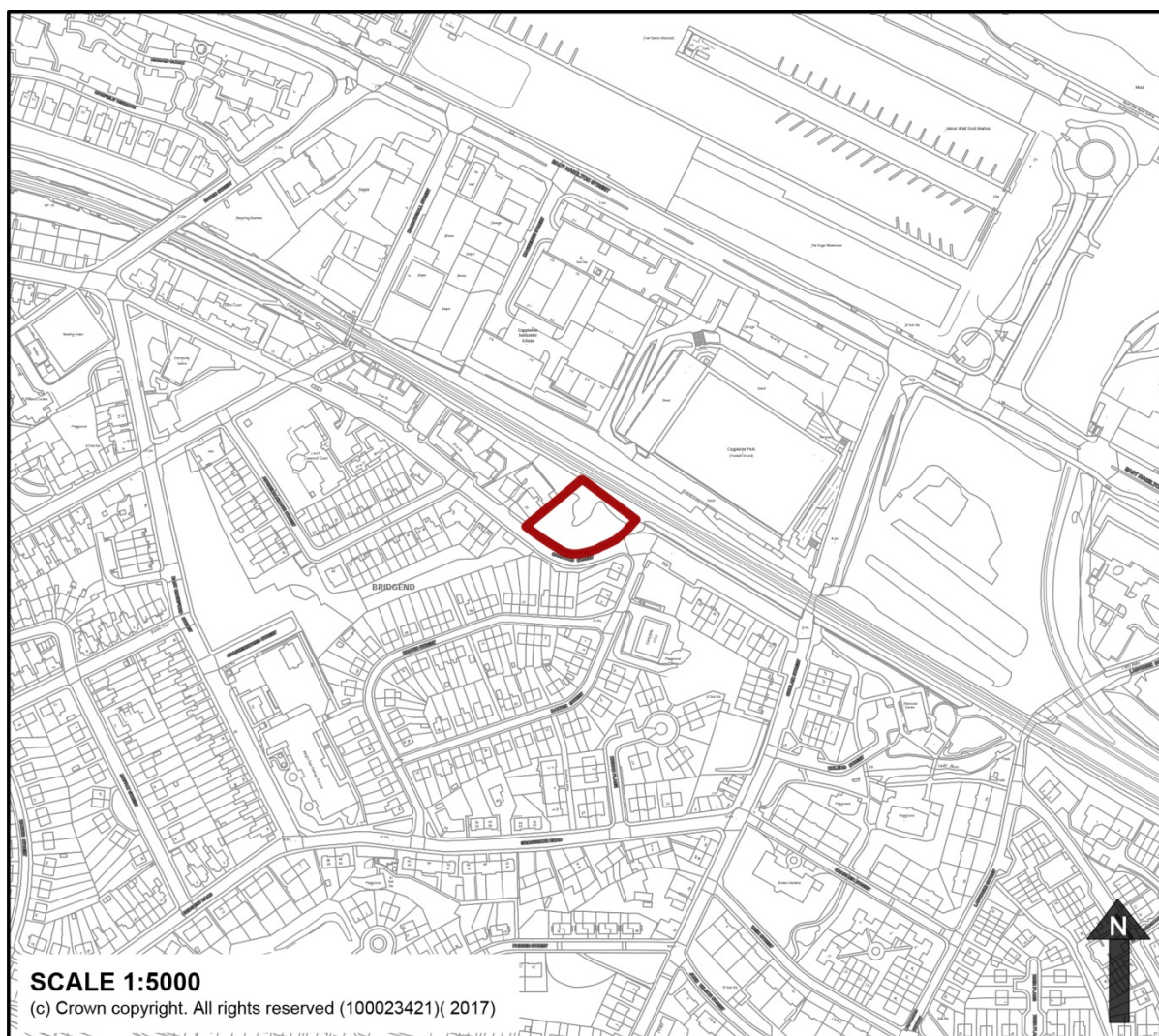
The site is undeveloped, but sits within the urban area, and is already identified for housing

development. Its inclusion within the urban area forms a strong geometric green belt boundary at this location. However, a robust physical boundary would have to be created.

There is not known to be any developer interest in bringing forward this site, either from an RSL or private developer.

Site Details

Site name	Carwood Street
Settlement	Greenock
Call for Sites reference	029
Site size (ha)	0.2
Current use	Vacant
Existing LDP allocation	Residential development opportunity
Proposed use	Residential
Scale of development proposed	16 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No significant impact identified.
Biodiversity, Flora and Fauna	Unlikely to have any significant impacts as proposal is for the redevelopment of a brownfield site within the built up area.
Climatic Factors	Car travel and associated emissions would be minimised as the site is within an accessible distance of the nearest bus stop - 97m

Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Redevelopment of a brownfield site
Landscape	Unlikely to have any significant impacts as proposal is for the redevelopment of a brownfield site within the built up area.
Material Assets	Re-use of brownfield land
Cultural Heritage	No impacts on cultural heritage assets identified.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. No impacts on active travel routes as site is 518m from the network. Site is within an accessible walking distance of local services – 518m

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	No issues.
Surrounding road network	No issues.
Active travel options	Approximately 500 metres to core path network.
Distance to public transport	Approximately 100 metres to nearest bus stop. Approximately 250 metres to nearest train station.
Distance to town/local centre	Approximately 360 metres.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	This may be a site that could attract RSL interest for development over the plan period.

Summary and conclusion

There are no known environmental or technical constraints to the site being developed.

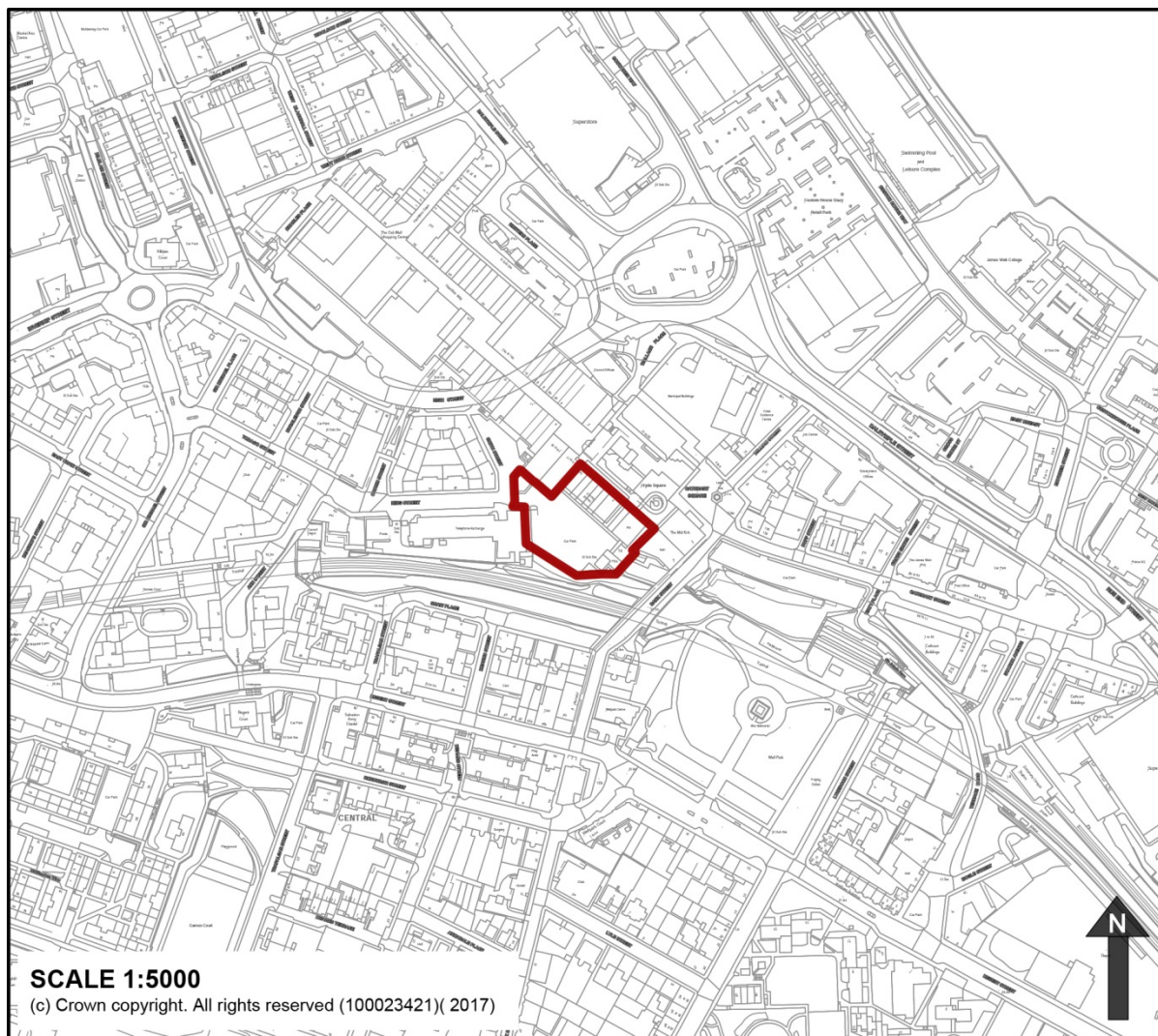
The site is undeveloped, but sits within the urban area, and is already identified for housing development.

It is an untidy site and would benefit from continuing to be identified as a housing

development opportunity.

Site Details

Site name	King Street
Settlement	Greenock
Call for Sites reference	030
Site size (ha)	0.4
Current use	Car park
Existing LDP allocation	Town centre
Proposed use	Residential
Scale of development proposed	35 flats (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high surface water flood risk on part of site.
Biodiversity, Flora and Fauna	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site within the built up area.
Climatic Factors	Car travel and associated emissions would be minimised as the site is within an accessible distance of the nearest bus stop - 393m.
Air Quality	Short term adverse impact through the release of

	particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Redevelopment of brownfield site. No known contamination issues
Landscape	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site within the built up area.
Material Assets	Re-use of brownfield land
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. No impact on active travel routes as site is 561m from the network. Within an accessible walking distance of local services as site within town centre.

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	No issues.
Surrounding road network	No issues.
Active travel options	Approximately 560 metres to core path network.
Distance to public transport	Approximately 400 metres to nearest bus stop. Approximately 700 metres to nearest train station.
Distance to town/local centre	Within Greenock town centre.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known constraints.
Local services (education and health)	Available within 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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Possibly. This is a central site which may be of interest to an RSL.

Summary and conclusion

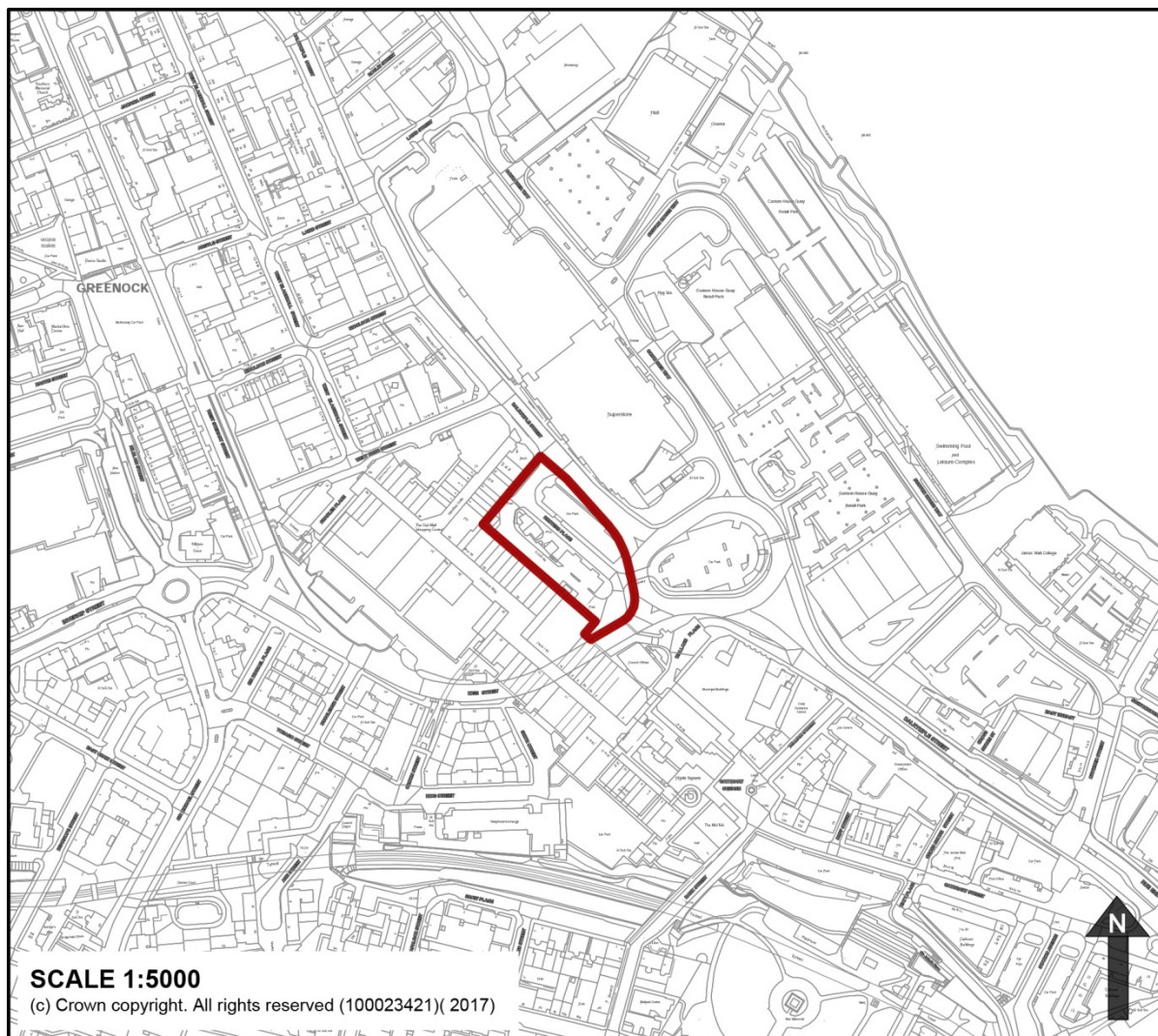
There are no known environmental or technical constraints to the site being developed.

The site is centrally located within the urban area and there is existing housing nearby.

However, the site is currently used as a town centre car park and there is no evidence to suggest it is no longer required for this purpose.

Site Details

Site name	Hunter Place
Settlement	Greenock
Call for Sites reference	031
Site size (ha)	0.6
Current use	Car park
Existing LDP allocation	Town centre
Proposed use	Multi-storey car park/mall extension
Scale of development proposed	N/a



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Majority of site is at medium to high risk of surface and fluvial flooding
Biodiversity, Flora and Fauna	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site within the built up area.
Climatic Factors	A car park is likely to cater for existing car journeys and should not increase car travel.
Air Quality	Short term adverse impact through the release of

	particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Redevelopment of a brownfield site. No known contamination issues
Landscape	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site within the built up area.
Material Assets	Re-use of brownfield land.
Cultural Heritage	No significant impact on cultural heritage assets identified
Population and Human Health	Unlikely to have any significant impacts

Green Belt boundary issues

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

Transportation and Accessibility Assessment

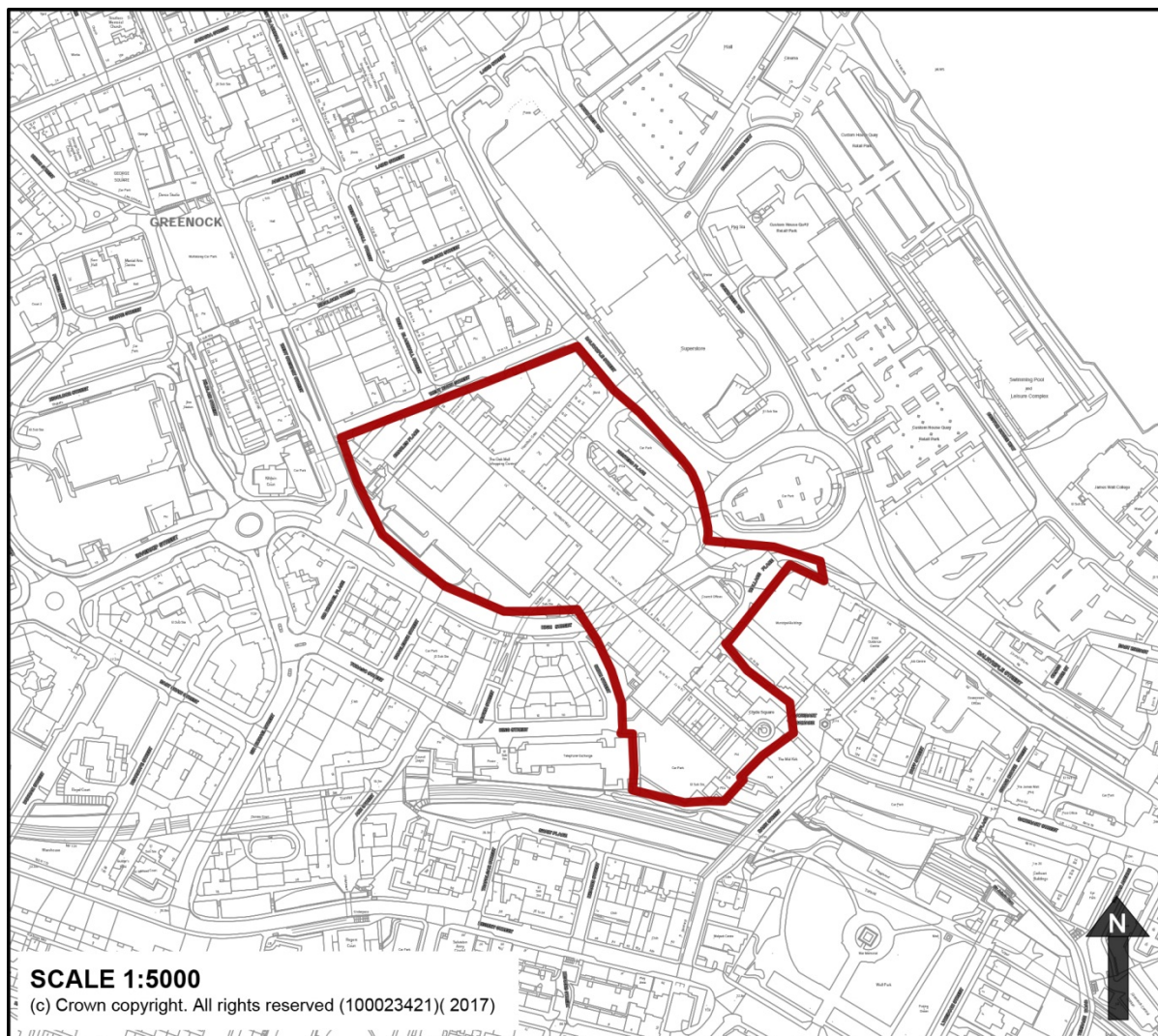
Road access to site	Transport assessment required re access off the A78.
Surrounding road network	Transport assessment required re impact on the A78.
Active travel options	Approximately 550 metres to core path network.
Distance to public transport	Approximately 100 metres to nearest bus stop. Approximately 650 metres to nearest train station.
Distance to town/local centre	Within Greenock town centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues
Local services (education and health)	Available within 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?	N/a

Summary and conclusion
There are no known environmental or technical constraints to the site being developed. The site is already in car park use. Any issues are likely to be associated with capacity of nearby roads to accommodate additional traffic and impact of the design of proposal on townscape, including listed buildings.

Site Details

Site name	Clyde Square/Oak Mall
Settlement	Greenock
Call for Sites reference	032
Site size (ha)	4.8
Current use	Retail/commercial
Existing LDP allocation	Town centre
Proposed use	Leisure and civic focus
Scale of development proposed	N/a



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high risk of surface water and fluvial flooding on part of site.
Biodiversity, Flora and Fauna	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site within the built up area.
Climatic Factors	Car travel and associated emissions would be minimised as site is within the town centre, 101m from nearest bus stop and 638m from a train station.

Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Redevelopment of brownfield site. No known contamination issues.
Landscape	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site within the built up area.
Material Assets	Re-use of brownfield land.
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Unlikely to have any significant impact s

Green Belt boundary issues

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

Transportation and Accessibility Assessment

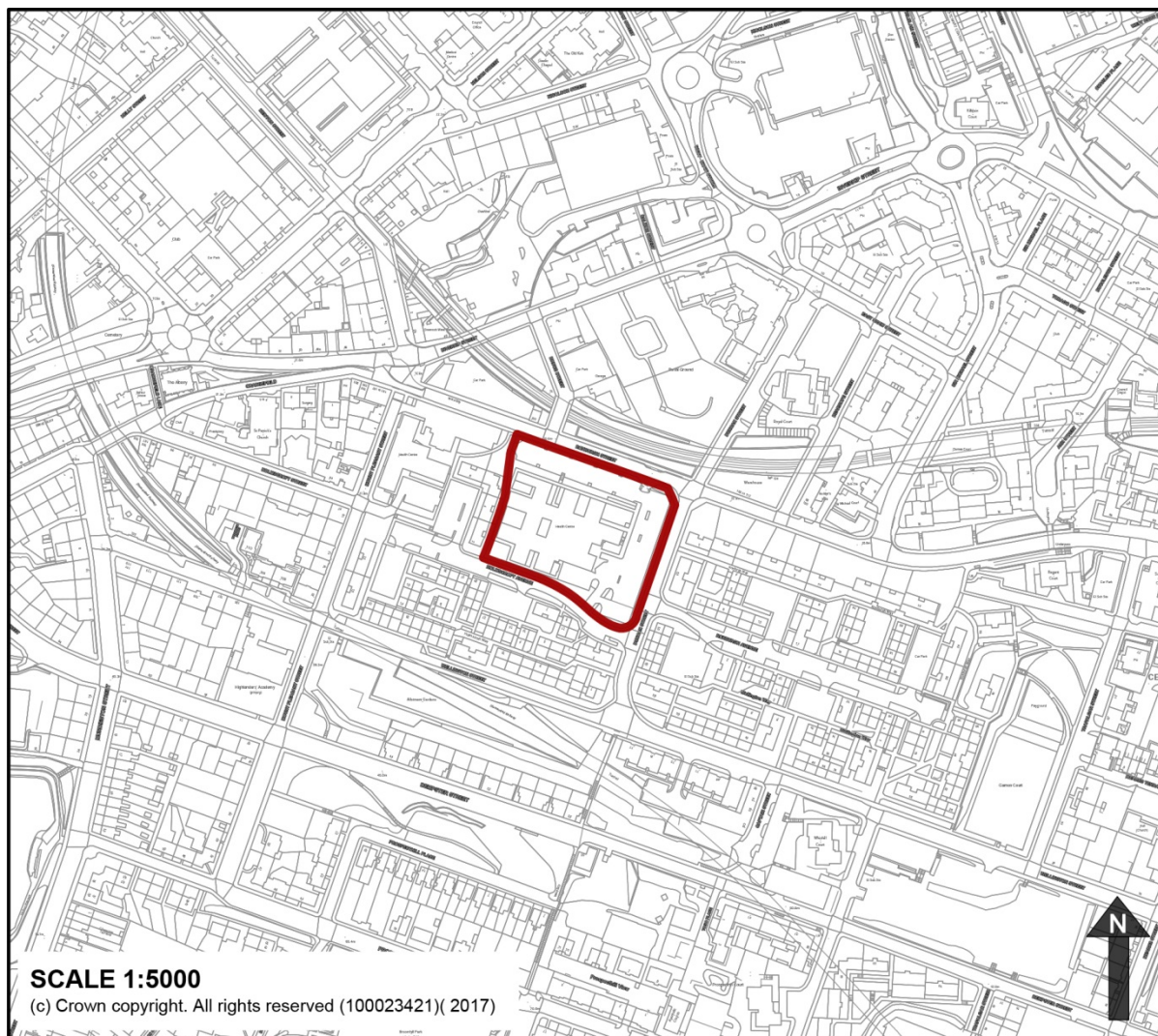
Road access to site	N/a – reconfiguration of existing use.
Surrounding road network	N/a – reconfiguration of existing use.
Active travel options	Approximately 550 metres to core path network.
Distance to public transport	Approximately 100 metres to nearest bus stop. Approximately 650 metres to nearest train station.
Distance to town/local centre	Within Greenock town centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues
Local services (education and health)	N/a
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?	N/a

Summary and conclusion
The uses proposed are appropriate for a town centre location. There are issues associated with the loss of retail use in the core retail area of the town centre, which are addressed through Issue 5 of the Main Issues Report.

Site Details

Site name	Duncan Street
Settlement	Greenock
Call for Sites reference	033
Site size (ha)	1.1
Current use	Health centre
Existing LDP allocation	Town centre
Proposed use	Residential
Scale of development proposed	35 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high risk of surface water and fluvial flooding on small part of site.
Biodiversity, Flora and Fauna	Unlikely to have any significant impacts as proposal is for redevelopment of an existing development site.
Climatic Factors	Car travel and associated emissions would be minimised as site is within the town centre, 142m from nearest bus stop and 341m from a train station.

Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Redevelopment of brownfield site. No known contamination issues
Landscape	Unlikely to have any significant impacts as proposal is for redevelopment of an existing development site.
Material Assets	Re-use of a brownfield site.
Cultural Heritage	No known impact on cultural heritage assets
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. No impacts on active travel routes as site is 463m from the network. Good accessibility to local services as site is within town centre.

Green Belt boundary issues

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

Transportation and Accessibility Assessment

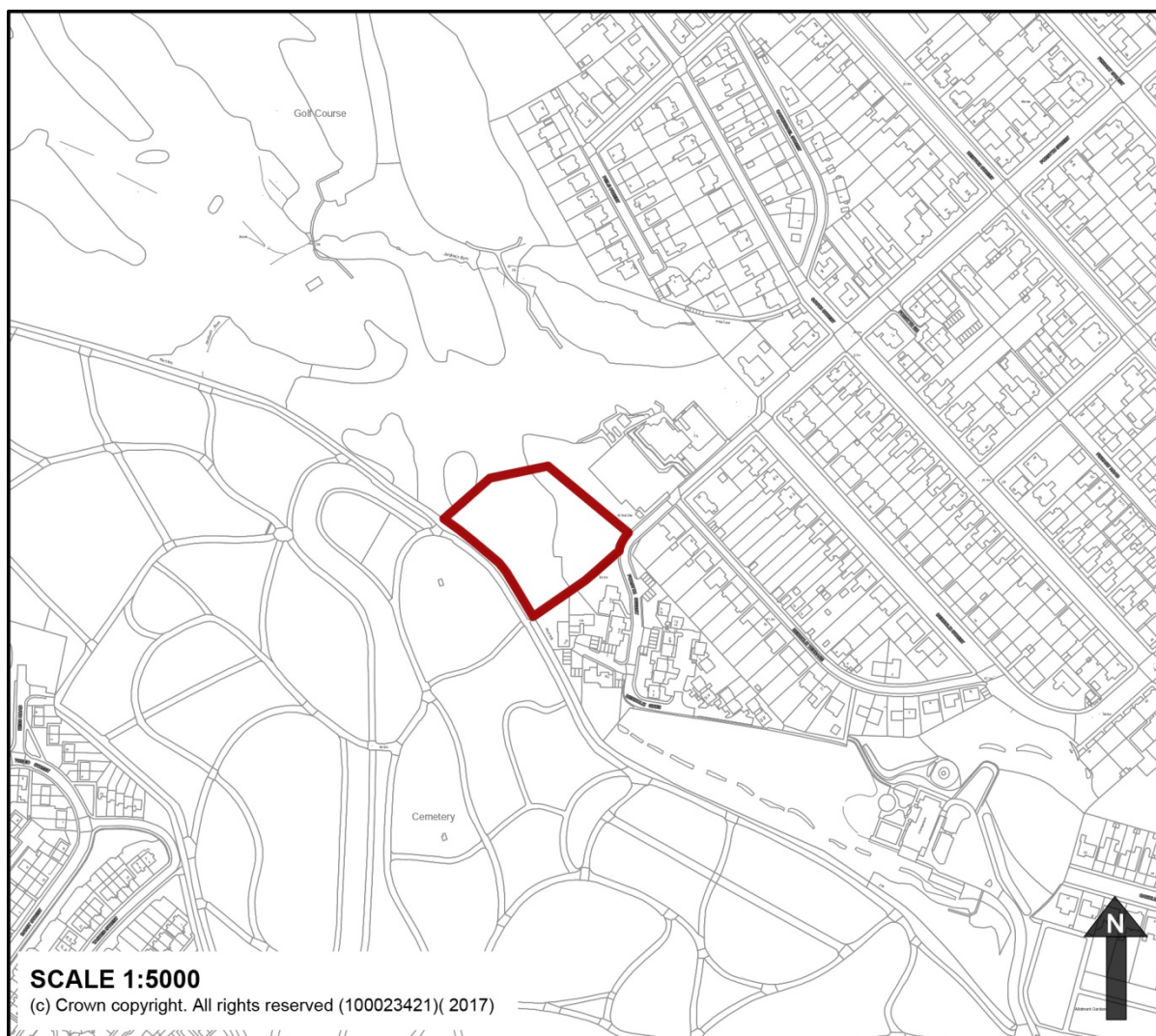
Road access to site	No issues.
Surrounding road network	No issues
Active travel options	Approximately 460 metres to core path network.
Distance to public transport	Approximately 140 metres to nearest bus stop. Approximately 340 metres to nearest train station.
Distance to town/local centre	Within Greenock town centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
Local services (education and health)	Available within 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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Possibly. This is a central site which may be of interest to an RSL.

Summary and conclusion
There are no known environmental or technical constraints to the site being developed. The site is centrally located within the urban area and there is existing housing nearby. Housing would be a suitable new use for the site.

Site Details

Site name	Forsyth Street
Settlement	Greenock
Call for Sites reference	034
Site size (ha)	0.7
Current use	Golf course
Existing LDP allocation	Open space
Proposed use	Residential
Scale of development proposed	8 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No significant impacts identified
Biodiversity, Flora and Fauna	Potential adverse impacts on semi-natural woodland within eastern and western boundaries. General loss of habitat through development of a greenfield site. Impact on protected species not known.
Climatic Factors	Likely to increase car travel as site is 869m from nearest

	bus stop.
Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil compaction and sealing.
Landscape	Development would have adverse impacts on local landscape character and landscape setting.
Material Assets	Proposal would reduce amount of greenfield land
Cultural Heritage	No known impact on cultural heritage assets
Population and Human Health	The requirement for Suds provision could contribute to green infrastructure. Development would result in the loss of formal open space and its contribution to the green network. No impact on active travel routes as site is 789m from the network. Within an accessible walking distance of local services – 803m.

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	Road leading to site is narrow and on a bend.
Surrounding road network	No issues
Active travel options	Approximately 800 metres to core path network.
Distance to public transport	Approximately 850 metres to nearest bus stop. Approximately 1km metres to nearest train station.
Distance to town/local centre	Approximately 800 metres.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	No.

Summary and conclusion

There are no environmental designations covering the site. There could be technical issues associated with developing the site, in relation to roads access and levels.

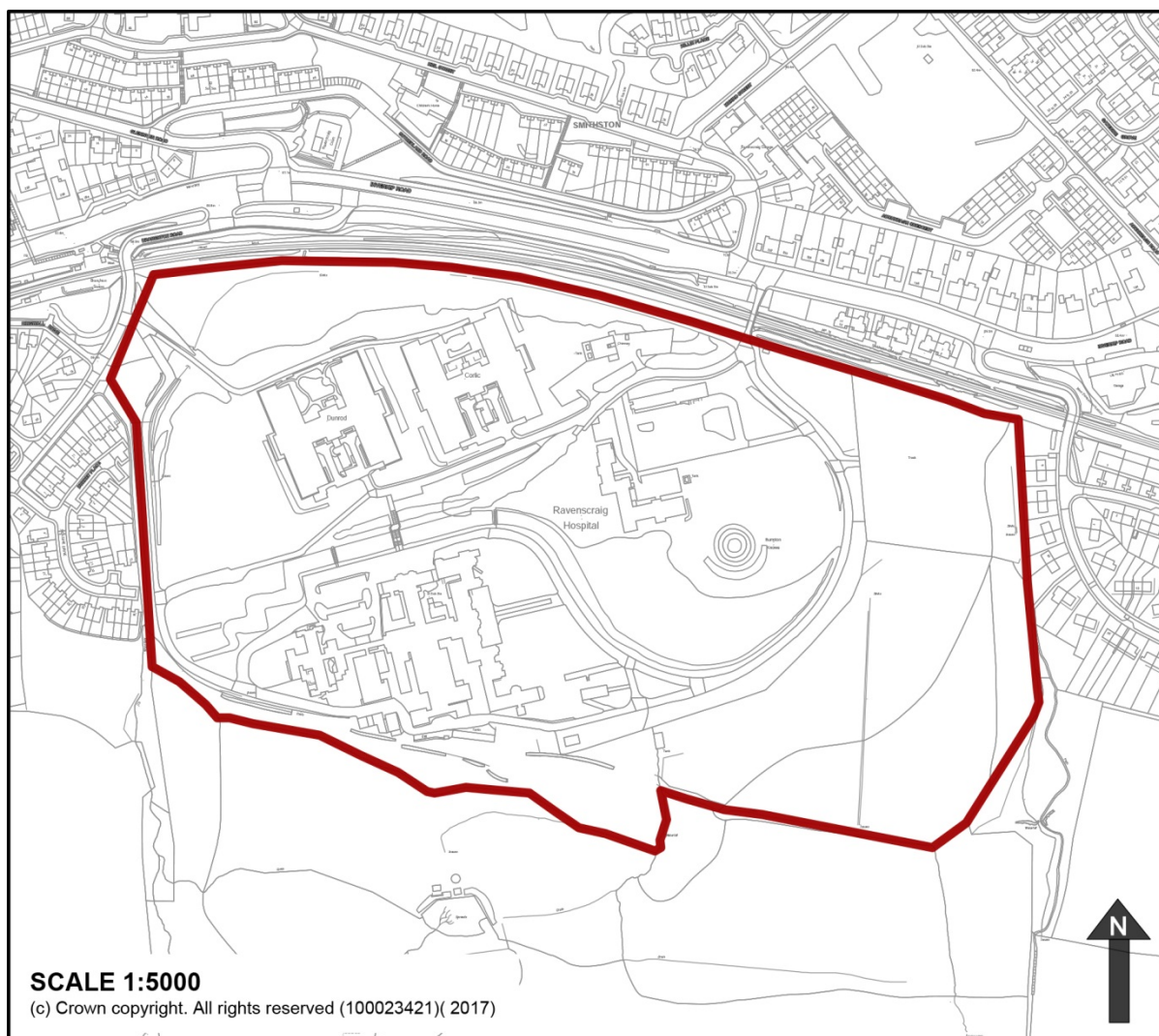
The proposal would result in the loss of open space (golf course) and habitat (woodland),

and there are no proposals as to how this impact would be managed and mitigated.

The proposal is considered speculative, with no certainty that allocation would result in delivery.

Site Details

Site name	Ravenscraig Hospital
Settlement	Greenock
Call for Sites reference	035
Site size (ha)	20.2
Current use	Hospital
Existing LDP allocation	Residential
Proposed use	Residential
Scale of development proposed	400 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on the watercourse flowing through the site. Medium to high risk of surface water flooding on part of site and potential flood risk from watercourse.
Biodiversity, Flora and Fauna	Potential adverse impact on significant area of semi-natural woodland (TPO) within eastern half of the site. Impact on protected species unknown

Climatic Factors	Car travel and associated emissions would be minimised as the site is 83m from nearest bus stop and 472m from a train station.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Redevelopment of brownfield land
Landscape	The site has an established landscape framework, which should inform appropriate siting and design measures.
Material Assets	Re-use of brownfield land
Cultural Heritage	Adverse impact on the 'B' listed building, which is likely to be demolished as part of the proposal.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. The core path adjacent to eastern and northern boundaries provides an opportunity for a direct link to the active travel network. The sites location on the edge of the settlement also offers opportunities to improve access to the wider countryside. Site is within an accessible walking distance of local services – 701m

Green Belt boundary issues

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

Transportation and Accessibility Assessment

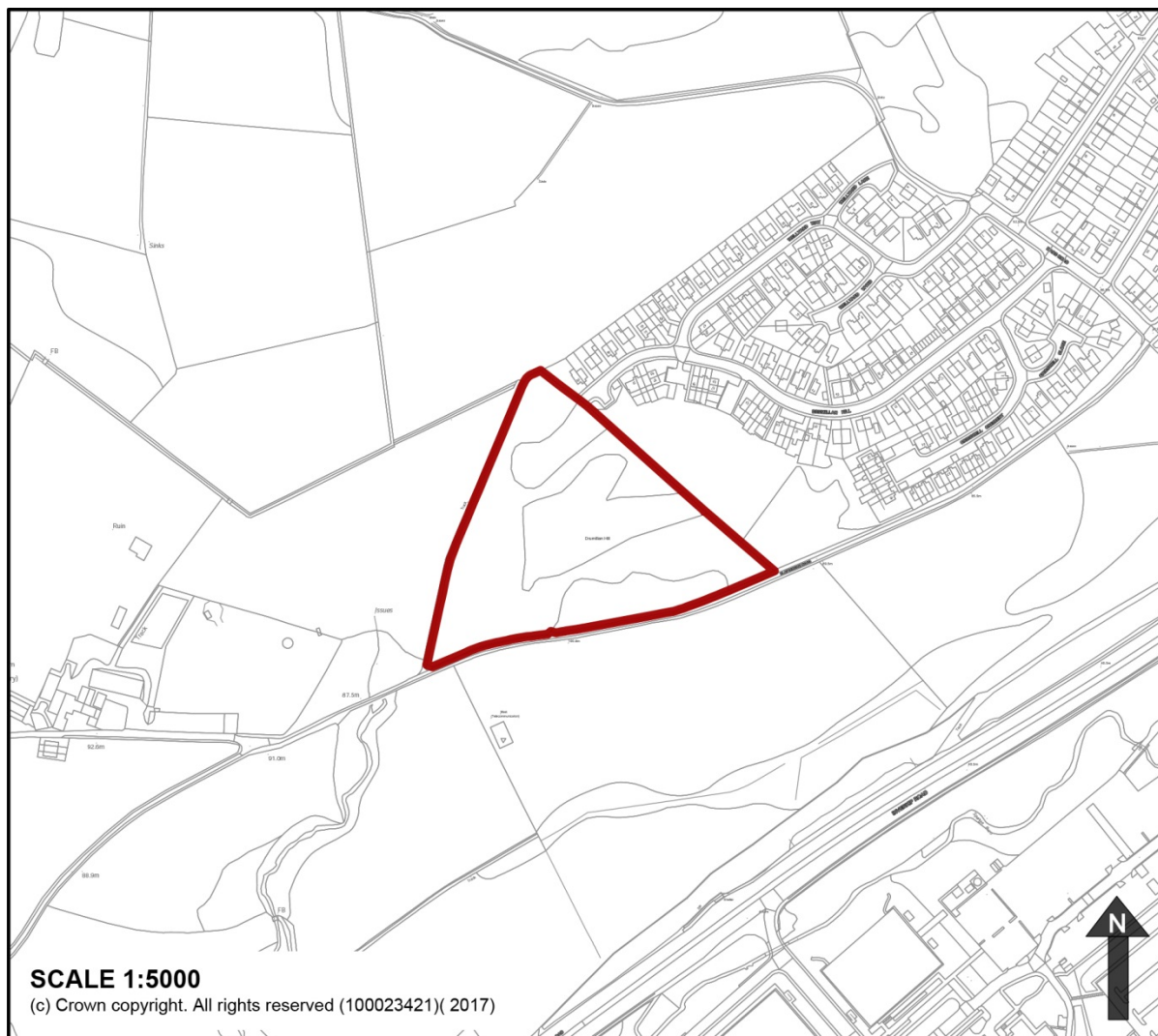
Road access to site	There are constraints associated with requirement for access roads to cross railway.
Surrounding road network	Possible network capacity constraints on the A78.
Active travel options	Approximately 50 metres to core path network.
Distance to public transport	Approximately 80 metres to nearest bus stop. Approximately 470 metres to nearest train station.
Distance to town/local centre	Approximately 700 metres.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Yes. The site is being actively marketed for residential development and is of a scale and in a location that may make it of interest to a major housebuilder.

Summary and conclusion
<p>The site is covered by a TPO designation and there are listed buildings on the site. There are also roads related constraints associated with site access and potentially with capacity issues on the A78(T).</p> <p>The site offers an opportunity for the productive re-use of a previously developed and now underused site, and to provide a strategic opportunity to meet housing requirements in Inverclyde into the medium term through the creation of a new neighbourhood.</p>

Site Details

Site name	Drumillan Hill
Settlement	Greenock
Call for Sites reference	036
Site size (ha)	2.5
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	60 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high risk of surface water flooding on small part of site and potential flood risk from adjacent watercourse. Potential adverse impact on GWDTE's within boggy areas. Not known if site can connect to public sewer as it's on the edge of the Inverclyde sewer catchment.
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Impact on protected species not known.

Climatic Factors	Likely to increase car travel as site is 755m from nearest bus stop
Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil compaction and sealing.
Landscape	Development would have adverse impacts on local landscape character and compromise landscape setting as the site forms part of a locally distinctive knoll.
Material Assets	Proposal would reduce the amount of greenfield land
Cultural Heritage	No known impact on cultural heritage assets
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. The core path adjacent to the southern boundary provides an opportunity for a direct link to the active travel network. Site is within an accessible walking distance of local services – 1.55km.

Green Belt boundary issues

Robustness of existing boundary	Formed by garden boundaries.
Robustness of proposed boundary	Would be formed by a field boundary and track and leave a gap between site and existing developed area which would come under pressure for development and not make sense to retain within the green belt.

Transportation and Accessibility Assessment

Road access to site	From Drumillan Hill.
Surrounding road network	Flatterton Road may need widened. Possible network capacity constraints on the A78.
Active travel options	Approximately 1.5km metres to core path network.
Distance to public transport	Approximately 750 metres to nearest bus stop. Approximately 1.7km metres to nearest train station.
Distance to town/local centre	Approximately 1.5km.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	No

Summary and conclusion

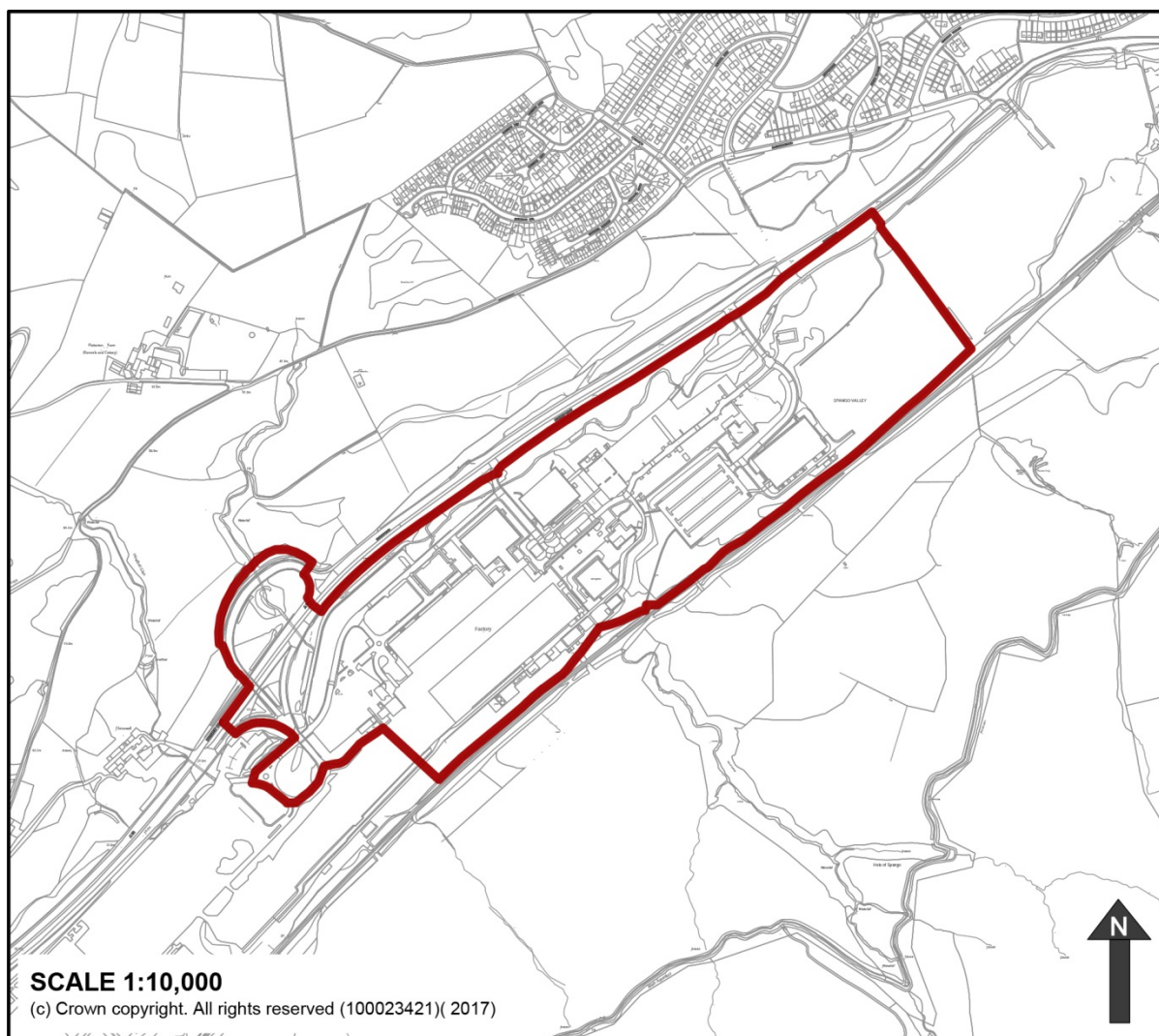
There are no environmental designations affecting the site. Road access would be through an existing residential estate and road widening on an approach road may be required. There may also be network capacity constraints on the A78. The topography of the site may make it difficult to develop.

The site is elevated and sloping and its development would have an adverse landscape impact. Its development would extend the built-up area westwards without forming a robust green belt boundary to prevent further westwards expansion. Development would also leave an undeveloped area between the new development and the built-up area which would become under pressure for development.

There is no evidence of developer interest in this site.

Site Details

Site name	Spango Valley (north)
Settlement	Greenock
Call for Sites reference	037
Site size (ha)	30.2
Current use	Business and industry (largely vacant)
Existing LDP allocation	Major Area of Change
Proposed use	Residential led mixed use
Scale of development proposed	225 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential opportunity to deculvert part of Spango Burn. Medium/high risk of surface water and fluvial flooding on part of site. The GCV Green Infrastructure Study for Spango Valley also identifies a number of opportunities to enhance watercourses.
Biodiversity, Flora and Fauna	While a habitat survey found no evidence of protected species, suitable foraging habitat was found for badgers, with suboptimal habitat for otter and water vole. There is

	also suitable habitat across the site for breeding birds and recently fledged birds. The GCV Green Infrastructure Study for Spango Valley has identified several opportunities for biodiversity improvements.
Climatic Factors	Car travel and associated emissions would be minimised as there is a bus stop adjacent to the site and a train station 623m away.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Positive impact through redevelopment of brownfield land and vacant/derelict units. While an initial ground condition survey indicates that there are no contamination issues from former industrial uses, further detailed ground investigation is required. If contaminants are present, development would enable land remediation.
Landscape	No significant impacts identified as proposal is for redevelopment of brownfield land and vacant/derelict industrial units. Existing Landscape Framework should inform Development Framework.
Material Assets	Re-use of brownfield land and vacant/derelict buildings.
Cultural Heritage	No significant impacts on cultural heritage assets identified
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. The GCV Green Infrastructure Study also identifies a number of measures to enhance green infrastructure. No impact on active travel routes as site is 1.8km from the network. Opportunity to create and enhance pedestrian and cycle links to, within and through the site. While the site is not within accessible walking distance of existing local services – 2.31km, the proposal includes a neighbourhood centre.

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	Off of A78.
Surrounding road network	Possible network capacity issues on A78T.
Active travel options	Approximately 1.8km metres to core path network.
Distance to public transport	Adjacent to bus stop. Train station within site
Distance to town/local centre	Approximately 2.3km.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.

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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Yes. The site is of a scale and in a location that is likely to be attractive to volume housebuilders.

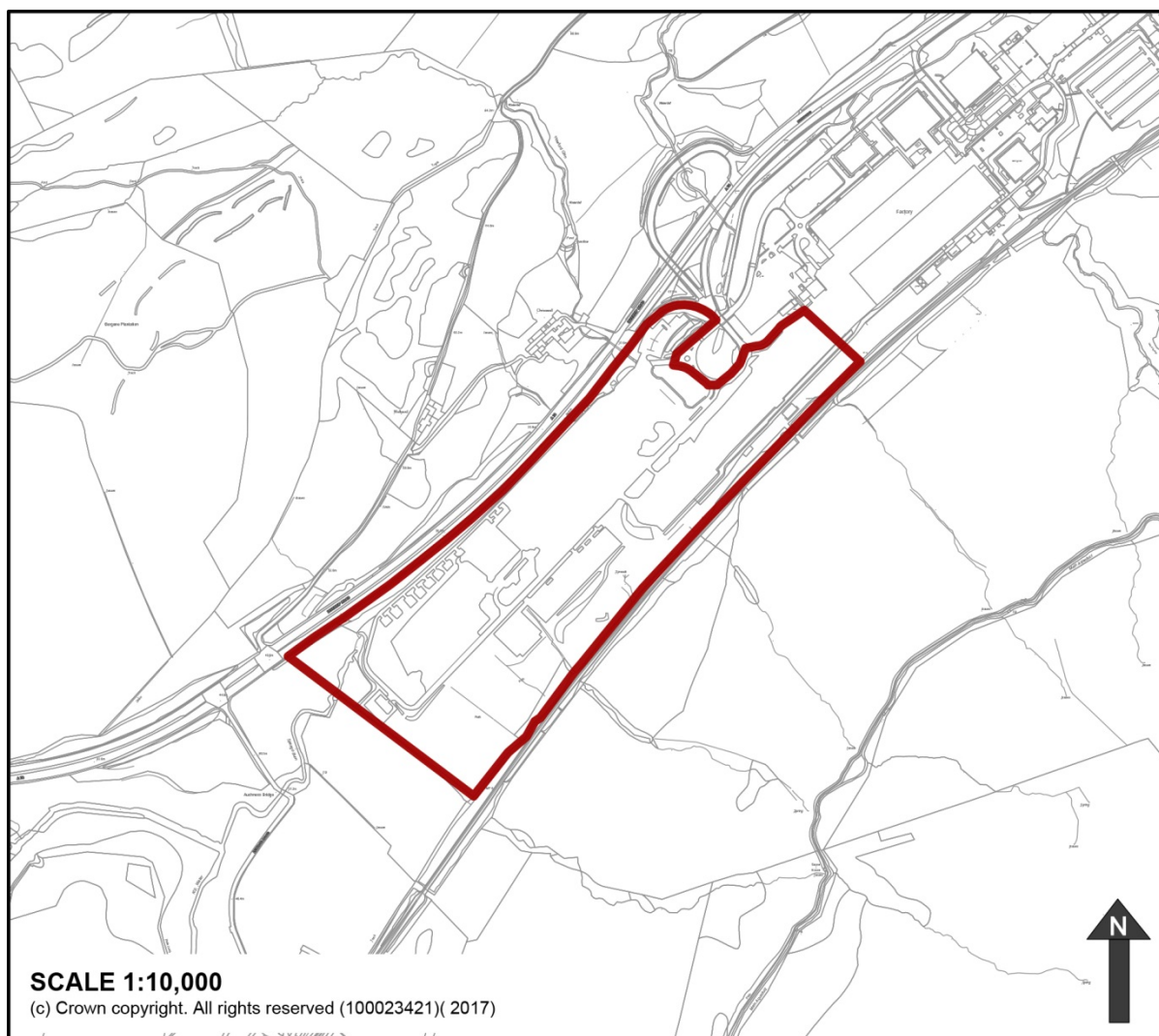
Summary and conclusion

There are no environmental designations affecting the site. There could be technical issues associated with network capacity on the A78T.

The site is previously developed and housing development as part of a mixed use development would be an appropriate re-use.

Site Details

Site name	Spango Valley (south)
Settlement	Greenock
Call for Sites reference	038
Site size (ha)	19.1
Current use	Vacant brownfield
Existing LDP allocation	Major Area of Chance
Proposed use	Residential led mixed use
Scale of development proposed	200 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential opportunity to deculvert Spango Burn, which runs along northern part of the site. The GCV Green Infrastructure Study for Spango Valley also identifies a number of other opportunities to enhance watercourses. Medium/high risk of surface water and fluvial flooding on part of site.
Biodiversity, Flora and Fauna	The proposal and existing GCV Green Infrastructure study

	identify opportunities for biodiversity enhancements. Impact on protected species not known.
Climatic Factors	Car travel and associated emissions will be minimised as there is a bus stop adjacent to site and a train station 623m away.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Positive impact through redevelopment of brownfield land. While initial ground investigation indicates that there are no contamination issues on site, further detailed investigation is required to confirm this.
Landscape	No significant impacts identified. There is an existing Woodland Landscape Framework, which should inform the Development Framework.
Material Assets	Re-use of brownfield land.
Cultural Heritage	No impacts on cultural heritage assets identified
Population and Human Health	Development of this scale would be required to provide new open space, while green infrastructure would be enhanced through Suds provision and the additional landscaping proposed. The GCV Green Infrastructure Study also identifies a number of measures to enhance green infrastructure provision. Opportunity to create new pedestrian links to extend existing core path network. There may also be opportunities to form north-south links through the site and to the wider countryside. While the site is not within accessible walking distance of existing local services – 2.31km, the proposal includes the provision of local services.

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	Off of A78.
Surrounding road network	Possible network capacity issues on A78T.
Active travel options	Approximately 1.8km metres to core path network.
Distance to public transport	Adjacent to bus stop. Train station within site.
Distance to town/local centre	Approximately 2.3km.

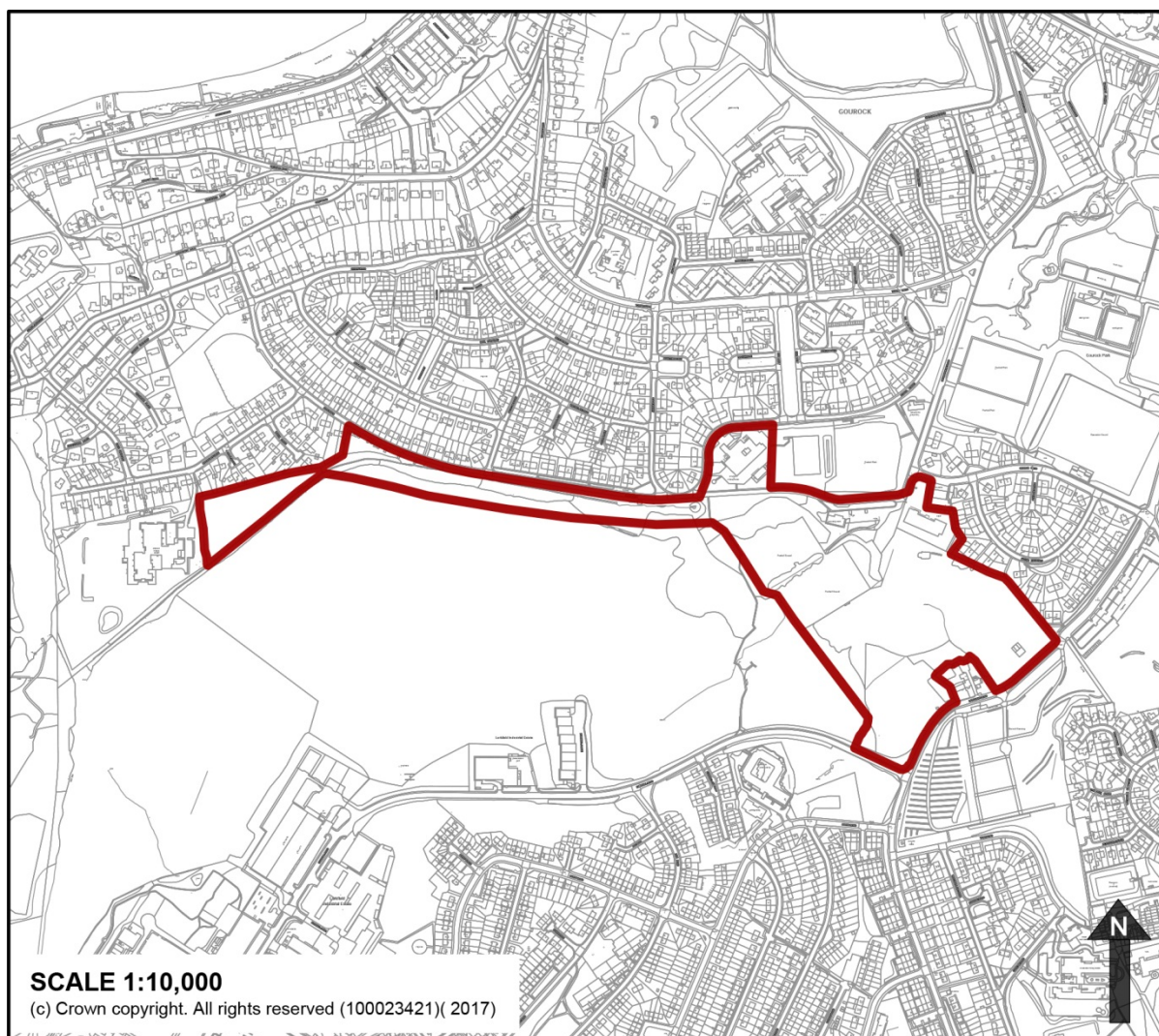
Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
Local services (education and health)	Available in Greenock
Does a proven housebuilder have an interest in the site?	No

Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde East as an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Yes. The site is of a scale and in a location that is likely to be attractive to volume housebuilders.

Summary and conclusion
<p>There are no environmental designations affecting the site. There could be technical issues associated with network capacity on the A78T.</p> <p>The site is previously developed and housing development as part of a mixed use development would be an appropriate re-use.</p>

Site Details

Site name	Kirn Drive
Settlement	Gourock
Call for Sites reference	039
Site size (ha)	13.4
Current use	Mixed
Existing LDP allocation	Predominantly green belt
Proposed use	Residential
Scale of development proposed	100 (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impacts on multiple watercourses flowing through site and on GWDTE's within boggy areas. Medium to high surface water flood risk on part of site and potential flood risk from watercourses.
Biodiversity, Flora and Fauna	Depending on the location of development, there could be significant adverse impacts on the woodland area and on Burneven SINC. Impact on protected species not known.

Climatic Factors	Car travel and associated emissions would be minimised as site is 142m from nearest bus stop.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Potential opportunity for land remediation due to presence of former coppermine on south east part of the site. Development of the greenfield area would have an adverse impact through soil sealing and compaction.
Landscape	While some areas are relatively contained in landscape terms and may be able to accommodate development, there is potential for adverse impacts on the woodland area and the strong landscape setting and positive settlement boundary it provides.
Material Assets	Proposal would reduce amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. No impact on active travel routes as site is 718m from the network. Site is within an accessible walking distance of local services – 1.15km.

Green Belt boundary issues

Robustness of existing boundary	Formed by Kirn Drive along part of the site to be used for road widening, and by gardens of existing properties at other locations.
Robustness of proposed boundary	Widened Kirn Drive would remain green belt boundary. A robust boundary would have to be created on eastern part of site to take account of topography and woodland.

Transportation and Accessibility Assessment

Road access to site	Access needs to be investigated
Surrounding road network	Kirn Drive requires to be widened.
Active travel options	Approximately 700 metres to core path network.
Distance to public transport	Approximately 140 metres to bus stop. Approximately 1.6km to train station
Distance to town/local centre	Approximately 1.1km.

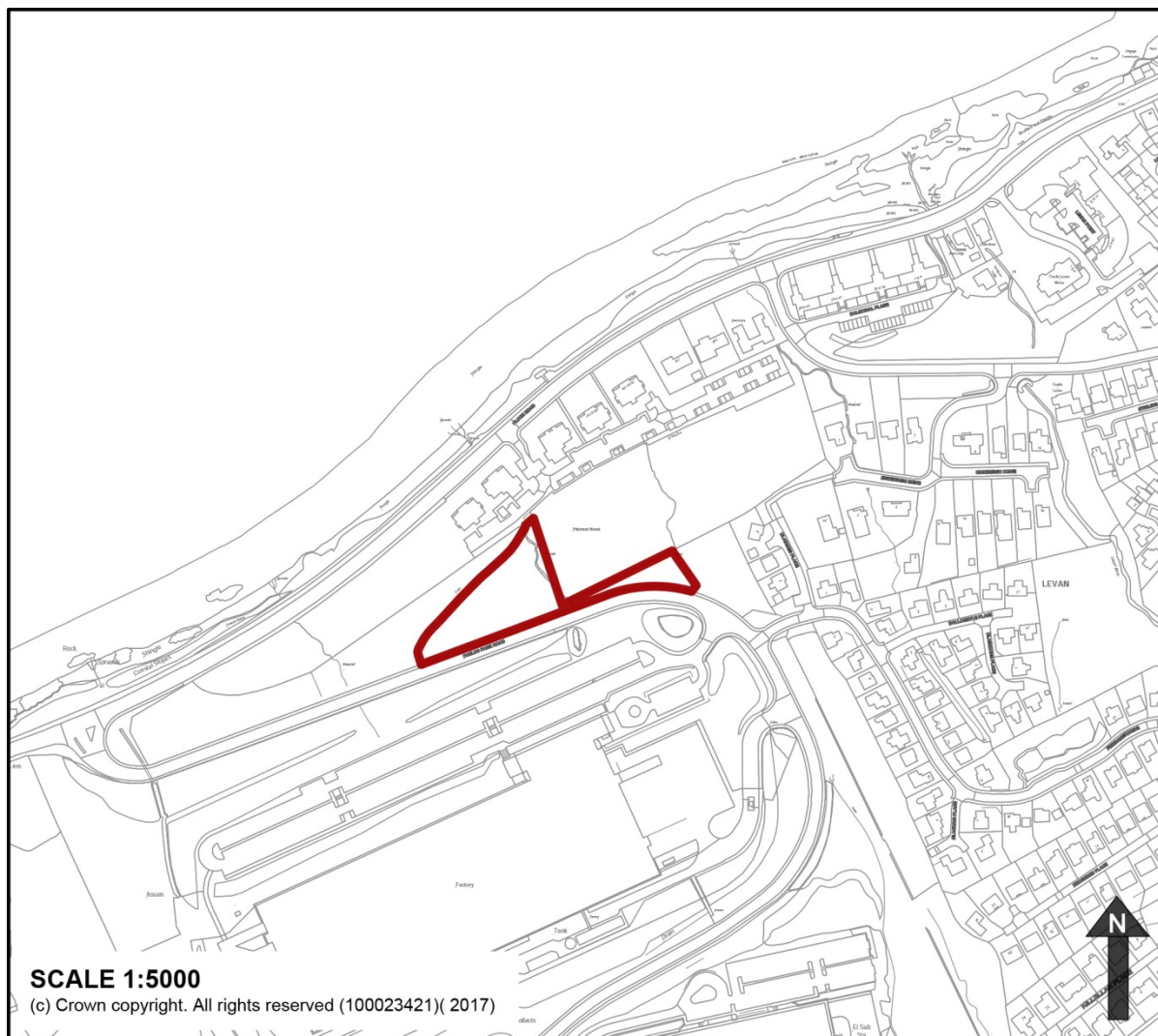
Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
Local services (education and health)	Available in Gourrock.
Does a proven housebuilder have an interest in the site?	No
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde West as an area with moderate market strength.

If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Possibly. The site is in multiple ownership and there would be a requirement to identify the deliverable extent of the site through a development brief.
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<p>Summary and conclusion</p> <p>The site is partially covered by a SINC designation. There are potential technical issues associated with site access owing to levels and the capacity/width of Kirn Drive.</p> <p>Development would involve the creation of a new green belt boundary. This would have to be robust to ensure that pressure for further green belt release is minimised, particularly on land to the east.</p> <p>The site is in an area and of a size that may be of interest to volume housebuilders.</p>
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Site Details

Site name	Faulds Park Road
Settlement	Gourock
Call for Sites reference	040
Site size (ha)	0.5
Current use	Woodland
Existing LDP allocation	Residential area/ SINC
Proposed use	Residential
Scale of development proposed	6 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on watercourse through site. Potential flood risk from the small watercourse and medium to high surface water flood risk adjacent to site.
Biodiversity, Flora and Fauna	Development would have a significant adverse impact on the semi-natural

	woodland and the Cloch Road Woodlands SINC, which cover the majority of the site. Impact on protected species not known.
Climatic Factors	Likely to increase car travel as site is 580m from the nearest bus stop.
Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil compaction and sealing.
Landscape	Removal of semi-natural woodland would have an adverse impact on the local landscape.
Material Assets	Proposal would reduce amount of greenfield land.
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Development of this scale would not be required to provide new open space. While Suds provision would contribute to green infrastructure, development would have a significant adverse impact on the green network through the loss of woodland. No impacts on active travel routes as site is 277m from the network. Not within an accessible walking distance of local services – 3.82km

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	Possible issues associated with access being too close to bend on Faulds Park Road
Surrounding road network	No issues.
Active travel options	Approximately 280 metres to core path network.
Distance to public transport	Approximately 580 metres to nearest bus stop. Approximately 4.1km metres to nearest train station.
Distance to town/local centre	Approximately 3.8km.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
Local services (education and health)	Available within Gourrock.
Does a proven housebuilder have an interest	No.

in the site?	
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde West as an area with moderate market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	No

Summary and conclusion

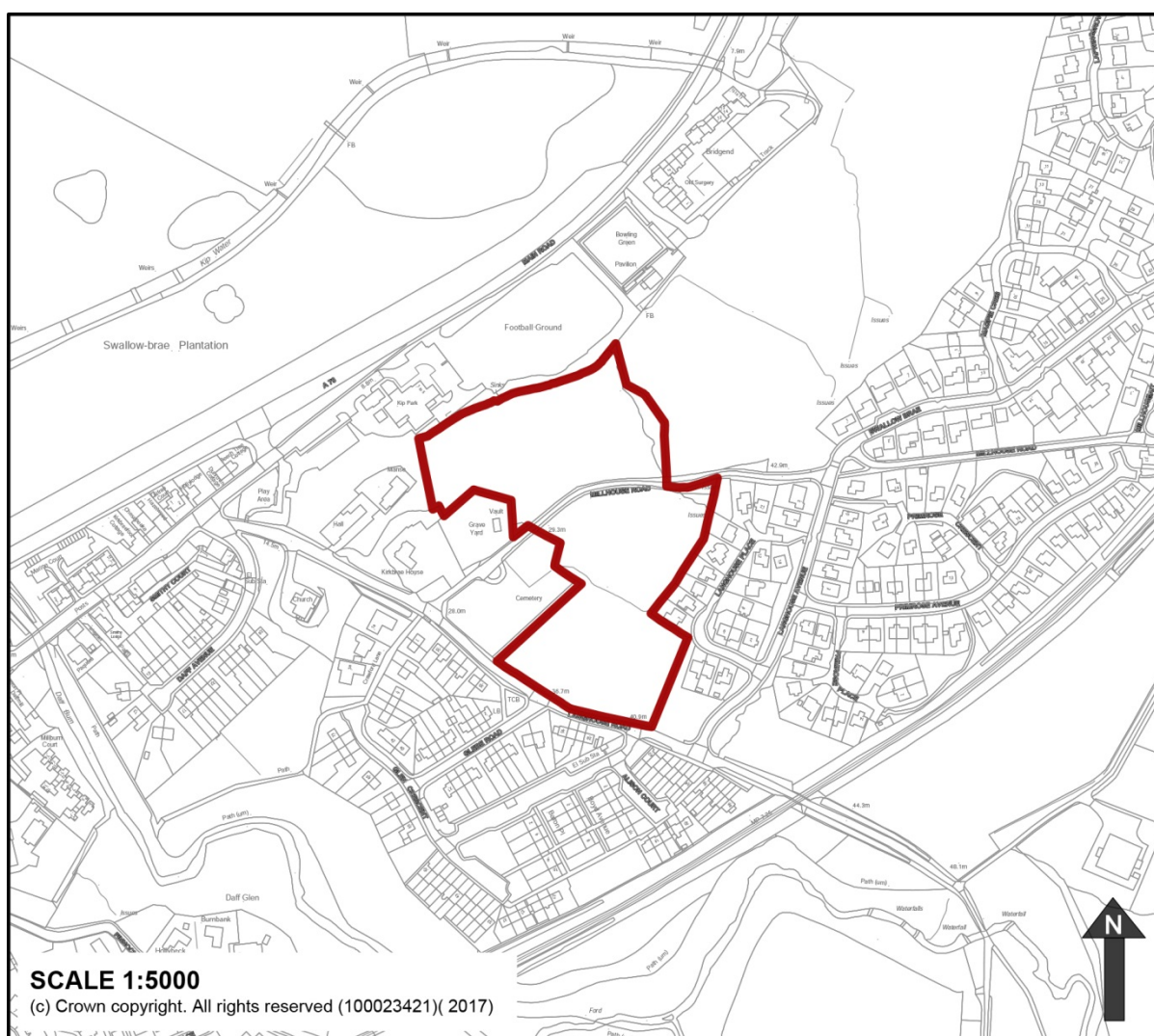
The site is covered by a SINC and TPO designation. There may be technical issues associated with roads access to the site.

The site sits on an access road to an industrial estate and housing area, but is closer to the industrial uses. The site forms part of the landscape framework of the approach to the industrial estate.

Overall, it is considered the site should not be developed and is part of a wider area that should be zoned as open space.

Site Details

Site name	The Glebe
Settlement	Inverkip
Call for Sites reference	041
Site size (ha)	2.7
Current use	Grassland and woodland
Existing LDP allocation	Residential development opportunity (part)/ Open space (part)
Proposed use	Residential
Scale of development proposed	25 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on, and flood risk from, small watercourse flowing through site and other watercourses along site boundaries.
Biodiversity, Flora and Fauna	Adverse impact on woodland area within northern part of site. General loss of habitat through development of a greenfield site.

	Impact on protected species not known.
Climatic Factors	Car travel and associated emissions would be minimised as site is 281m from nearest bus stop.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil compaction and sealing.
Landscape	No significant impacts identified
Material Assets	Proposal would reduce the amount of greenfield land
Cultural Heritage	Site is in close proximity to Kirkbrae House, which is a scheduled monument. Further investigation required.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. No impact on active travel routes as site is 385m from the network. Within an accessible walking distance of local services – 373m

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	No issues.
Surrounding road network	Possible network capacity constraints on the A78.
Active travel options	Approximately 390 metres to core path network.
Distance to public transport	Approximately 280 metres to nearest bus stop. Approximately 900 metres to nearest train station.
Distance to town/local centre	Approximately 370 metres to Inverkip local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
Local services (education and health)	Available in Inverkip.
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 an area with moderate market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by	Yes.

2024?	
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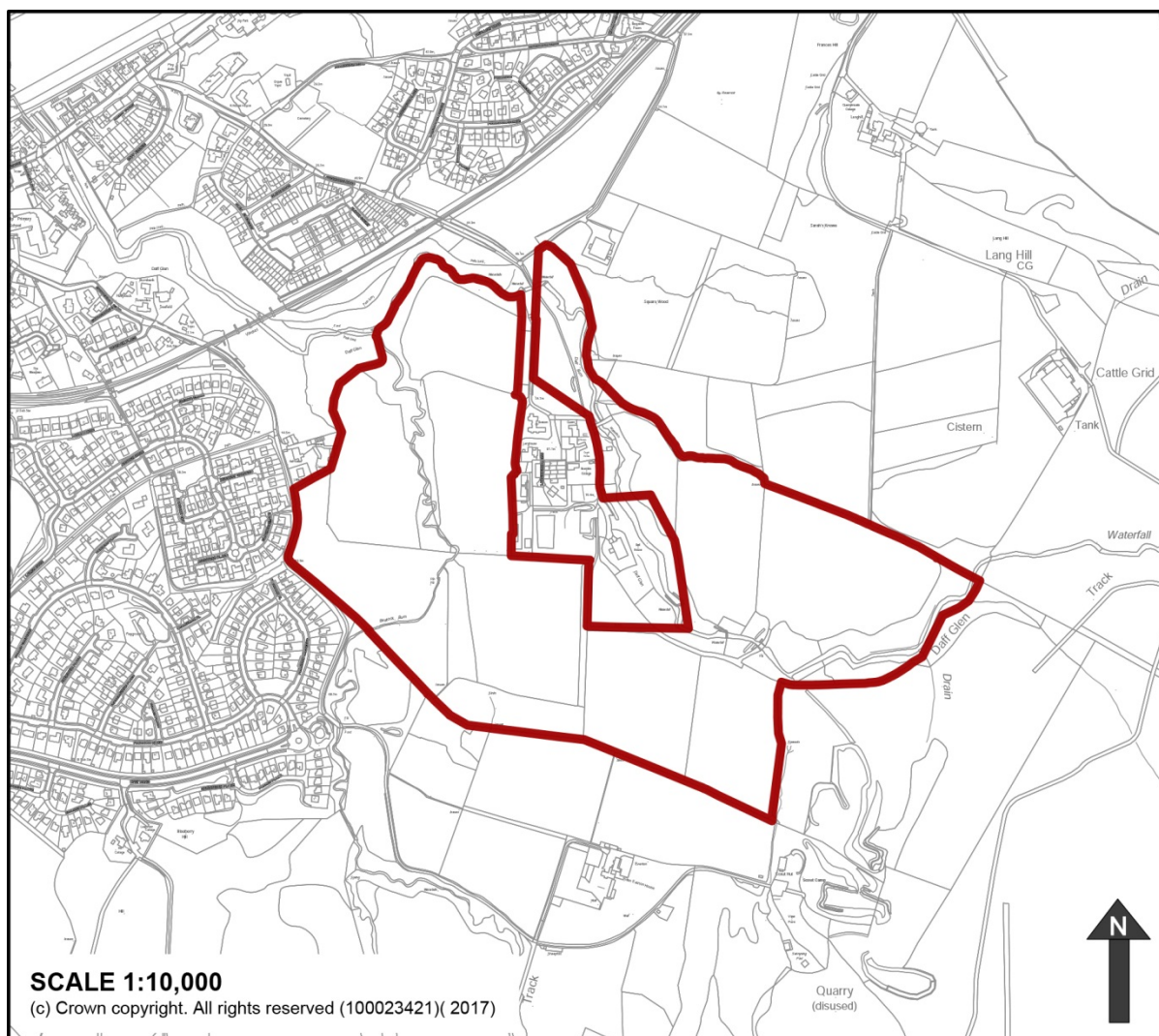
Summary and conclusion

No environmental or technical constraints to the development of the site.

Inverkip has proven to be a marketable area in recent year, and this site, which is centrally located within the village, can reasonably be expected to deliver housing.
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Site Details

Site name	Langhouse Road
Settlement	Inverkip
Call for Sites reference	042
Site size (ha)	33.1
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	625 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on multiple watercourses flowing through the site and on GWDTE's within boggy areas. Medium to high risk of surface water and fluvial flooding on part of site.
Biodiversity, Flora and Fauna	Potential adverse impact on Daff and Beattock Burns SINC and the semi-natural and ancient woodland areas which cover parts of the site. Impact on protected species not

	known.
Climatic Factors	Car travel and associated emissions would be minimised as the site is 787m from nearest bus stop.
Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil compaction and sealing.
Landscape	Development of the whole site would have significant adverse impacts on local landscape character and landscape setting. There may be some development capacity in the western part of the site, which is lower lying and more contained in landscape terms.
Material Assets	Proposal would reduce the amount of greenfield land
Cultural Heritage	No known impact on cultural heritage assets
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. The north and western boundaries are in close proximity to the core path network, providing an opportunity for direct links to the active travel network. Site is within an accessible walking distance of local services – 830m

Green Belt boundary issues

Robustness of existing boundary	To west, formed by road/lane running to rear of Hill Farm development. To north, formed by railway line.
Robustness of proposed boundary	Tree belts and field boundaries

Transportation and Accessibility Assessment

Road access to site	To be investigated.
Surrounding road network	To be investigated. Possible network capacity constraints on the A78.
Active travel options	Approximately 160 metres to core path network.
Distance to public transport	Approximately 790 metres to nearest bus stop. Approximately 1.4km metres to nearest train station.
Distance to town/local centre	Approximately 830 metres to Inverkip local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
Local services (education and health)	Available in Inverkip local centre
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 an area with moderate market strength.

If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Uncertain. This is a significant site with environmental and technical constraints, and there are considered to be less constrained sites in the area.
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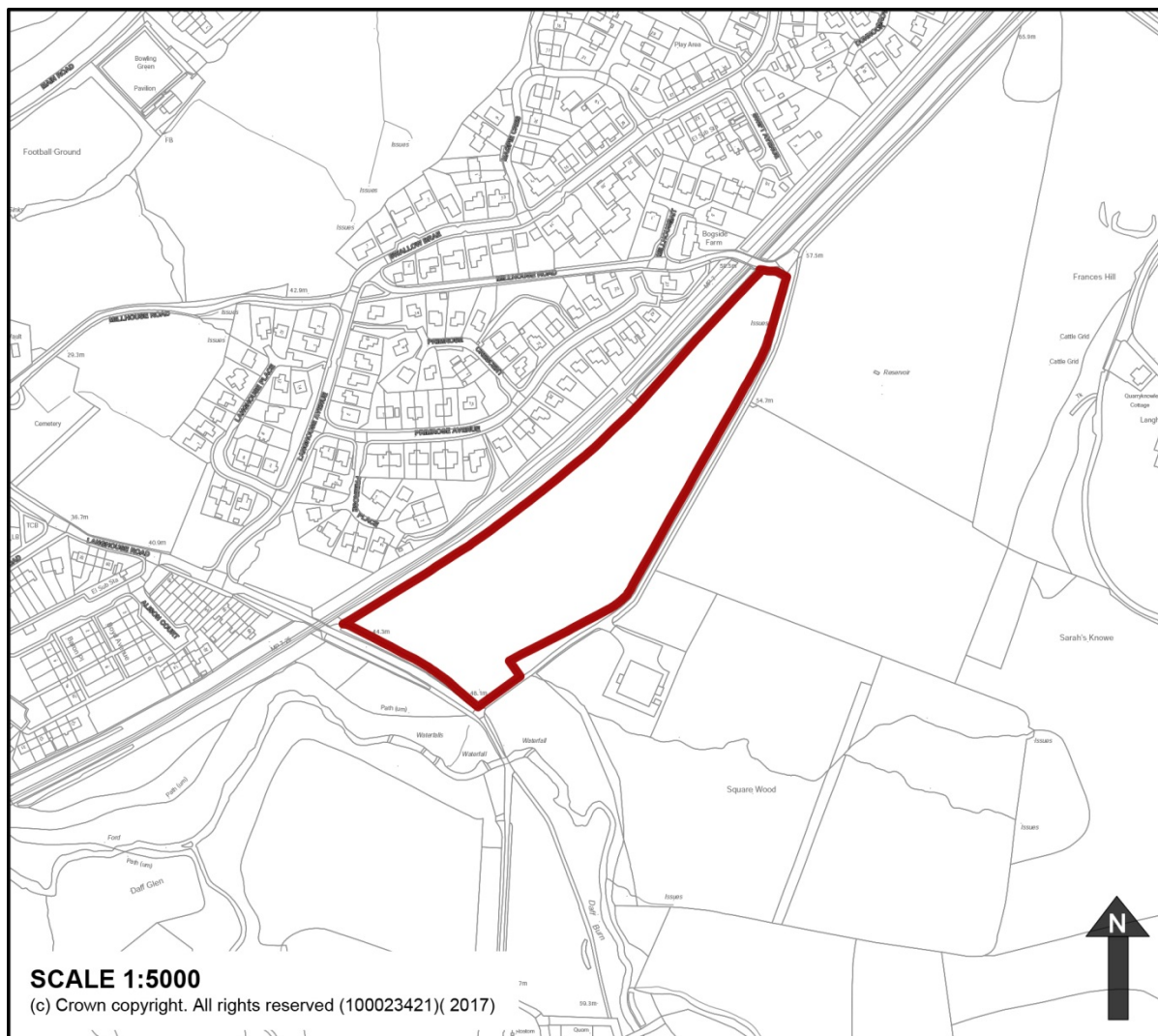
Summary and conclusion

Much of the site is covered by a SINC. The provision of an acceptable road access to the site requires to be investigated.

Development of the full site would result in a significant extension of Inverkip into the green belt, resulting in the loss of woodland and a significant impact on landscape character and setting. The scale of development proposed, coupled with sites already identified in the Inverkip area, may be too large for local services to cope with.

Site Details

Site name	Langhouse Road
Settlement	Inverkip
Call for Sites reference	043
Site size (ha)	2.6
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	60 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	While site is in close proximity to Daff Burn, development is unlikely to have a significant impact on it. Potential adverse impacts on small watercourse flowing through/along site boundary. Medium to high risk of surface water and fluvial flooding on part of site.
Biodiversity, Flora and Fauna	While south west boundary of site is adjacent to Daff and Beattock Burns SINCS, development is unlikely to impact on it. General loss of habitat through development of a

	greenfield site. Impact on protected species not known.
Climatic Factors	Likely to increase car travel as site is 590m from nearest bus stop
Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil compaction and sealing.
Landscape	Site is relatively discrete and well contained in landscape terms and could, potentially, provide a natural extension to the existing settlement.
Material Assets	Proposal would reduce the amount of greenfield land
Cultural Heritage	No known impact on cultural heritage assets
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision The core path adjacent to the western boundary provides an opportunity for a direct link to the active travel network. Site is within an accessible walking distance of local services – 629m.

Green Belt boundary issues

Robustness of existing boundary	Formed by railway line
Robustness of proposed boundary	Road/track

Transportation and Accessibility Assessment

Road access to site	From Langhouse Road and Millhouse Road.
Surrounding road network	Possible network capacity constraints on the A78.
Active travel options	Approximately 50 metres to core path network.
Distance to public transport	Approximately 590 metres to nearest bus stop. Approximately 1.2km metres to nearest train station.
Distance to town/local centre	Approximately 630 metres to Inverkip local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
Local services (education and health)	Available in Inverkip local centre
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 an area with moderate market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	The site is of a size and in a location that would make it of interest to a volume housebuilder.

Summary and conclusion

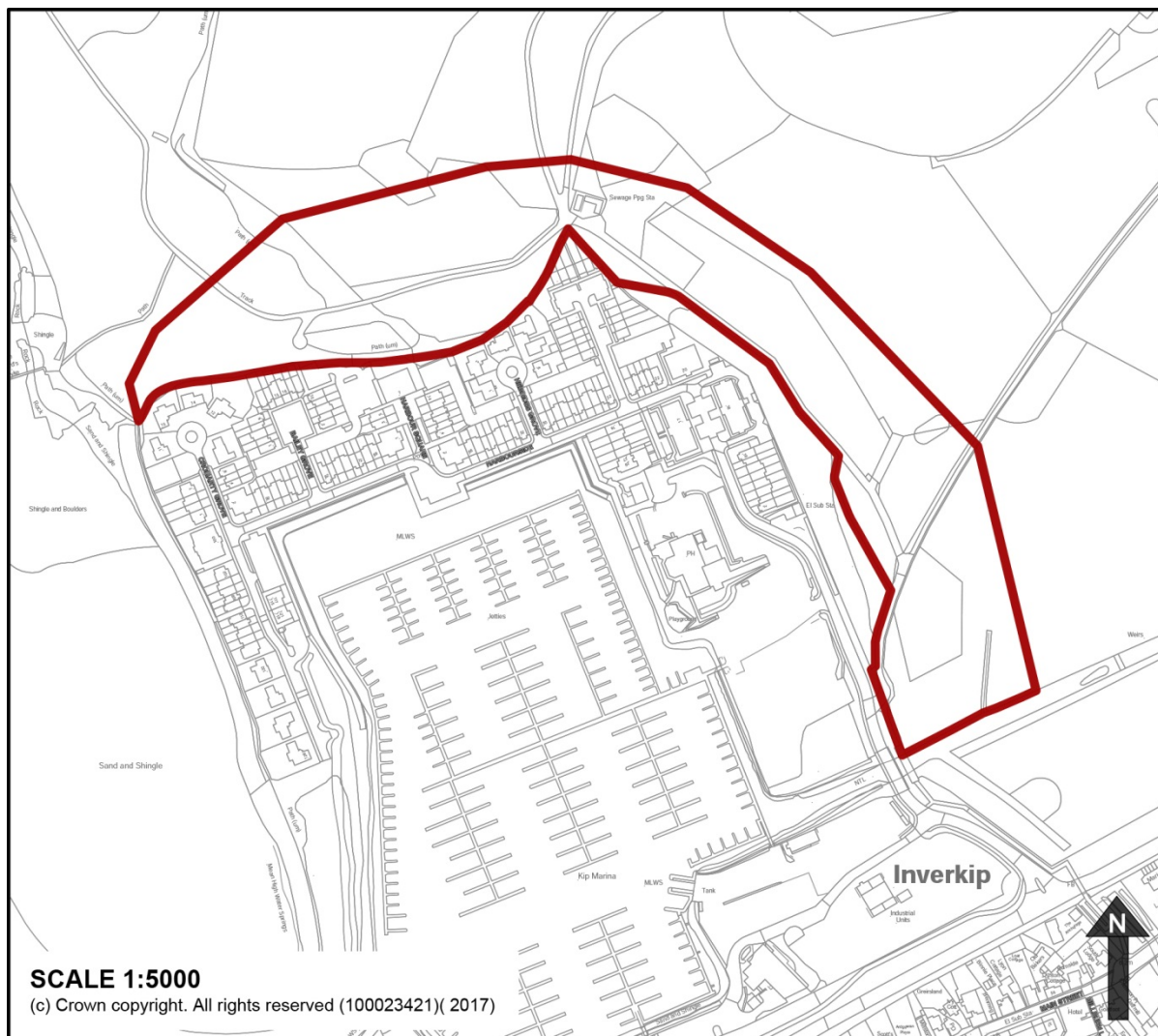
There are no environmental or technical constraints to the development of the site.

There is a strong green belt boundary at this location (the railway), which development of the site would breach. However, new development would be contained by a road/lane connecting Millhouse and Langhouse Roads.

The site is of a size and in a location that would attract volume housebuilders.

Site Details

Site name	Kip Marina
Settlement	Inverkip
Call for Sites reference	044
Site size (ha)	6.7
Current use	Woodland
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	150 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Site is directly linked to the Kip Water and could, potentially, adversely impact on it. Medium to high surface water and fluvial flood risk on part of site. Not known if public sewer connection is feasible as site is on the edge of the Inverclyde sewer catchment.
Biodiversity, Flora and Fauna	Site overlaps with small parts of Swallow Brae Plantation SINC. Potential adverse impact on areas of ancient

	woodland within north west boundary and other smaller areas of semi-natural woodland. Impact on protected species not known.
Climatic Factors	Car travel and associated emissions would be minimised as the site is 290m from nearest bus stop and 772m from a train station.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil compaction and sealing.
Landscape	Development would have adverse impact on local landscape character and setting.
Material Assets	Proposal would reduce amount of greenfield land
Cultural Heritage	Site is entirely within the Ardgowan GDL. Development would have a significant adverse impact on the designed landscape by compromising its integrity and altering the understanding and appreciation of its significance.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. The impacts on biodiversity identified above would have an adverse impact on the green network. The core path adjacent to the north western and south eastern boundaries provides an opportunity for direct links to the active travel network. Site is within an accessible walking distance of local services – 481m

Green Belt boundary issues

Robustness of existing boundary	Formed by road and rear boundaries of existing properties.
Robustness of proposed boundary	Does not relate to any features on the ground.

Transportation and Accessibility Assessment

Road access to site	From existing development.
Surrounding road network	Potential network capacity issues on A78T.
Active travel options	Adjacent to core path network.
Distance to public transport	Approximately 290 metres to nearest bus stop. Approximately 770 metres to nearest train station.
Distance to town/local centre	Approximately 180 metres to Inverkip local centre.

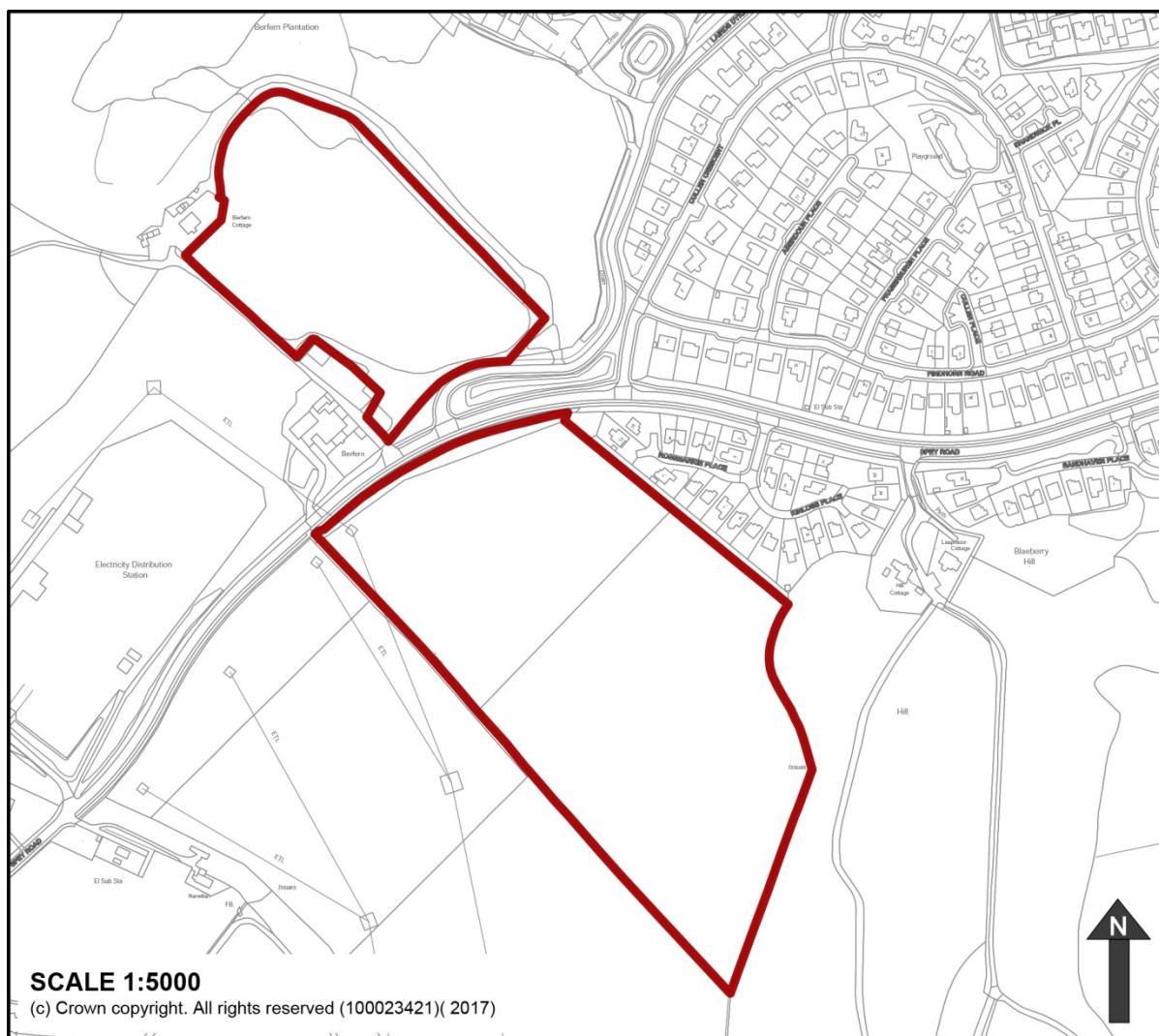
Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
Local services (education and health)	Available in Inverkip.
Does a proven housebuilder have an interest in the site?	No.
Is there evidence of housing demand/need in the area proposed?	Adjacent development just recently completed by volume builder.
If allocated for development, is it considered	No.

likely that development would be delivered on the site during the Plan period i.e. by 2024?	
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<p>Summary and conclusion</p> <p>The site is entirely within the Ardgowan Garden and Designed Landscape, which is a significant constraint. The site is also partly covered by a SINC. There are no known technical constraints to its development.</p> <p>The proposed site does not relate to any features on the ground and would therefore not form a sustainable green belt boundary.</p> <p>The recently completed Kip Marina development took significantly longer to complete than first programmed for. Given that there is no current developer interest in this opportunity, it is considered speculative and it is not expected that it would deliver within the Plan period.</p>
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Site Details

Site name	Berfern
Settlement	Inverkip
Call for Sites reference	045
Site size (ha)	9.8
Current use	Agriculture
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	225 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high risk of surface water flooding on small part of site and potential flood risk from adjacent small watercourse. Not known if a public sewer connection is possible as site is on the edge of the Inverclyde sewer catchment.
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Impact on protected species not known.

Climatic Factors	Likely to increase car travel as site is 971m from a train station and 1275m from nearest bus stop.
Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil compaction and sealing.
Landscape	The western part of the site is physically, visually and perceptually detached from the existing settlement. It is also prominent, open and has a wooded landscape framework that defines the landscape setting of Inverkip. Development of this area would have significant and adverse impacts on local landscape character and would compromise the quality of the landscape setting. Development of the eastern part could enable an improved landscape edge to be established.
Material Assets	Proposal would reduce the amount of greenfield land
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. Two core paths run between the northern and southern parts of the site, providing an opportunity for direct links to the active travel network. Site is within an accessible walking distance of local services – 1.52km.

Green Belt boundary issues

Robustness of existing boundary	The northern site is isolated from the existing built up area. The southern site connects to the built up area contained to the south and west by roads/tracks and to the north and east by the Berfern Plantation. Rear garden fences and a landscaping strip form the boundary to the southern site.
Robustness of proposed boundary	The northern site is contained to the south and west by roads/tracks and to the north and east by the Berfern Plantation. The southern site is contained to the south by a farm track, to the west by Hill Wood and to the north by a road.

Transportation and Accessibility Assessment

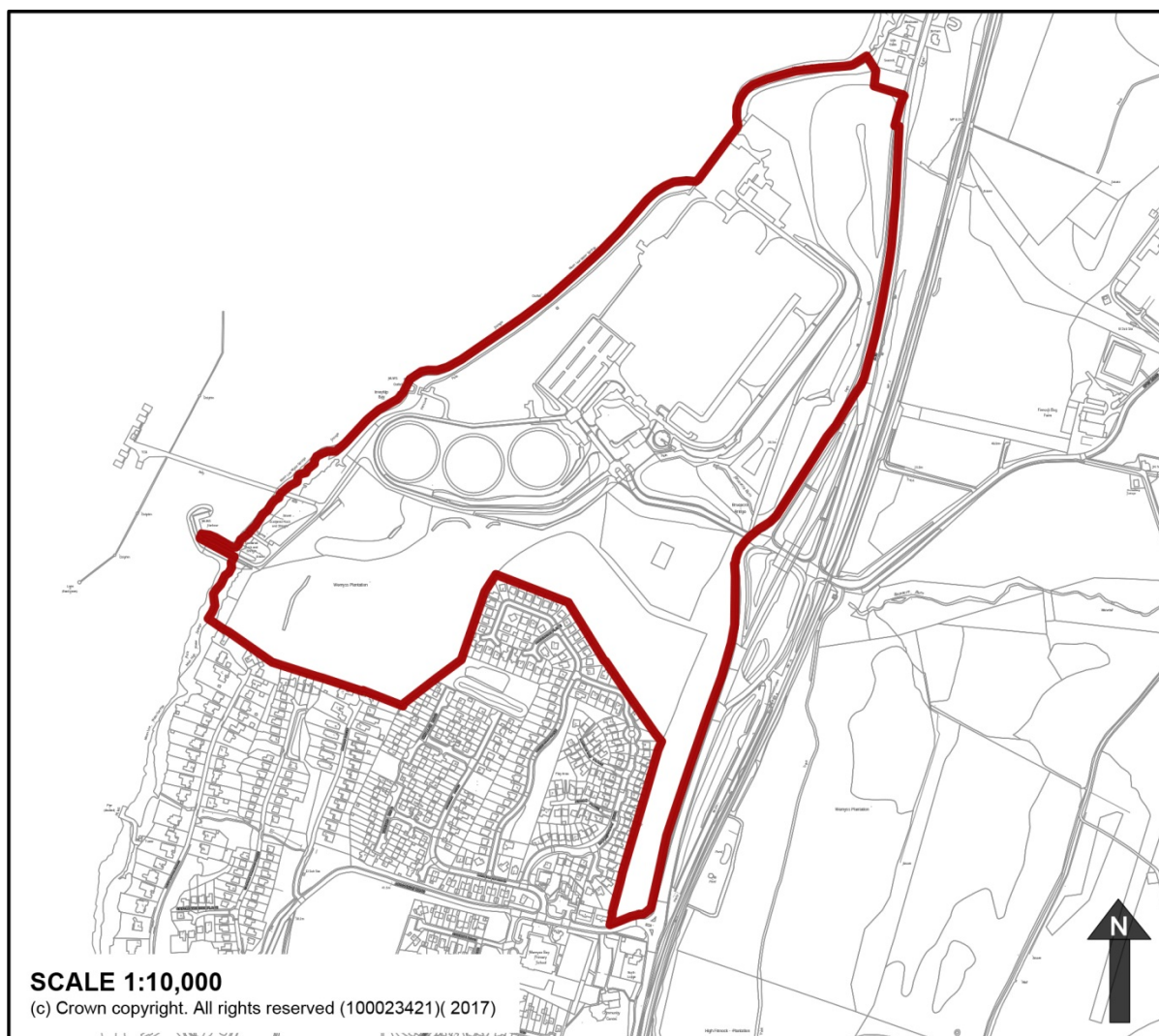
Road access to site	To be investigated
Surrounding road network	To be investigated. Possible network capacity constraints on the A78.
Active travel options	Adjacent to core path network.
Distance to public transport	Approximately 1.2km metres to nearest bus stop. Approximately 970 metres to nearest train station.
Distance to town/local centre	Approximately 1.5km to Inverkip local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
Local services (education and health)	Available in Inverkip local centre
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 an area with moderate market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Possibly. There has been significant development in the Inverkip area in recent years and other sites are identified for housing development e.g. Inverkip Power Station.

Summary and conclusion
<p>There are no environmental designations or known technical constraints restricting site development.</p> <p>The development would have an adverse landscape impact as it would involve the development of large sloping and undulating greenfield sites. The northern site would be contained by the Berfern Plantation which, in time, will be felled resulting in an uncertain green belt boundary and making the development more visible. The track does not form a strong green belt boundary for the southern site, although overhead electricity wires would be likely to restrict further southward expansion.</p> <p>This part of Inverkip has seen sustained development activity by housebuilders over recent years and release of additional housing land could allow this to continue if demand existed.</p>

Site Details

Site name	Inverkip Power Station
Settlement	Wemyss Bay
Call for Sites reference	046
Site size (ha)	44.5
Current use	Former power station
Existing LDP allocation	Major Area of Change
Proposed use	Residential
Scale of development proposed	300-600 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Opportunity to naturalise Bruearce Burn, which flows through the site. Medium to high risk of surface water and coastal flooding on part of site and potential flood risk from small watercourse
Biodiversity, Flora and Fauna	Wemyss Plantation SINC lies to the south west of the site, but development is unlikely to impact on it. While there is an area of

	ancient woodland (TPO) within the south west of the site and a significant area of semi-natural woodland within the eastern and northern boundaries, the current Development Framework identifies these areas as open space. Otters are known to be present on site, but impact on other protected species is unknown.
Climatic Factors	Likely to increase car travel as site is 569m from nearest bus stop and 1.8km from a train station.
Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Proposal is primarily for the redevelopment of brownfield land. Given the previous industrial use of the site, there may be an opportunity for land remediation
Landscape	The site has an existing landscape framework, which should guide siting and design measures.
Material Assets	Re-use of brownfield land.
Cultural Heritage	No significant impacts on cultural heritage assets identified
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision Opportunity for a direct link to the active travel network as a core path is in close proximity to the south east boundary of the site. Site is within an accessible walking distance of local services – 737m

Green Belt boundary issues

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

Transportation and Accessibility Assessment

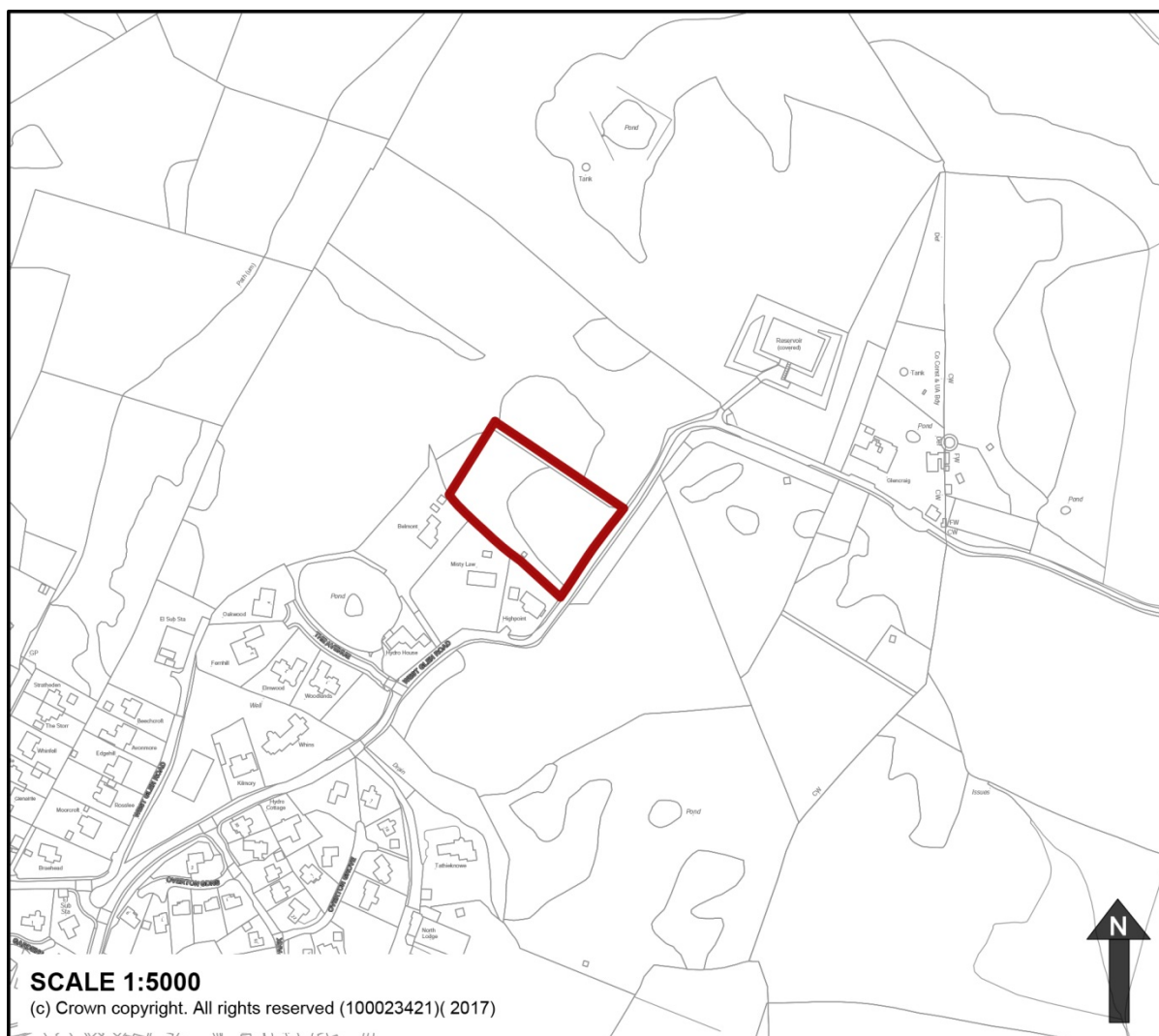
Road access to site	From A78
Surrounding road network	Transport assessment required. Possible network capacity constraints on the A78.
Active travel options	Approximately 680 metres to core path network.
Distance to public transport	Approximately 570 metres to nearest bus stop. Approximately 1.8km metres to nearest train station.
Distance to town/local centre	Approximately 700 metres to Inverkip local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
Local services (education and health)	Available in Inverkip and Wemyss Bay.
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 an area with moderate market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Yes. The development of this site is supported by City Deal funding.

Summary and conclusion
This site is already identified for housing-led redevelopment in the existing Local Development Plan. City Deal funding has been allocated to the site to assist with its delivery and overcome any technical constraints.

Site Details

Site name	West Glen Road
Settlement	Kilmacolm
Call for Sites reference	047
Site size (ha)	0.7
Current use	Woodland
Existing LDP allocation	Green belt
Proposed use	Residential
Scale of development proposed	15 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impacts on GWDTE's within boggy areas
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Impact on protected species not known.
Climatic Factors	Likely to increase car travel as site is 1.05km from nearest bus stop.
Air Quality	Medium term adverse impact through increased car travel and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to

	lead to the designation of an AQMA and therefore not significant
Soils	Adverse impact through soil sealing and compaction.
Landscape	No significant impact as site is relatively well contained in landscape terms.
Material Assets	Proposal would reduce amount of greenfield land
Cultural Heritage	Site is very close to Kirkbrae House, which is a scheduled monument. Potential for adverse impacts requires further assessment.
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. No impact on active travel routes as site is 443m from the network. Site is within an accessible walking distance of local services – 933m

Green Belt boundary issues

Robustness of existing boundary	Tree belt and garden boundary of existing property.
Robustness of proposed boundary	Conifer tree belt.

Transportation and Accessibility Assessment

Road access to site	To be investigated
Surrounding road network	To be investigated
Active travel options	Approximately 440 metres to core path network.
Distance to public transport	Approximately 1.1km to nearest bus stop. Approximately 7km to nearest train station.
Distance to town/local centre	Approximately 950 metres to Kilmacolm local centre.

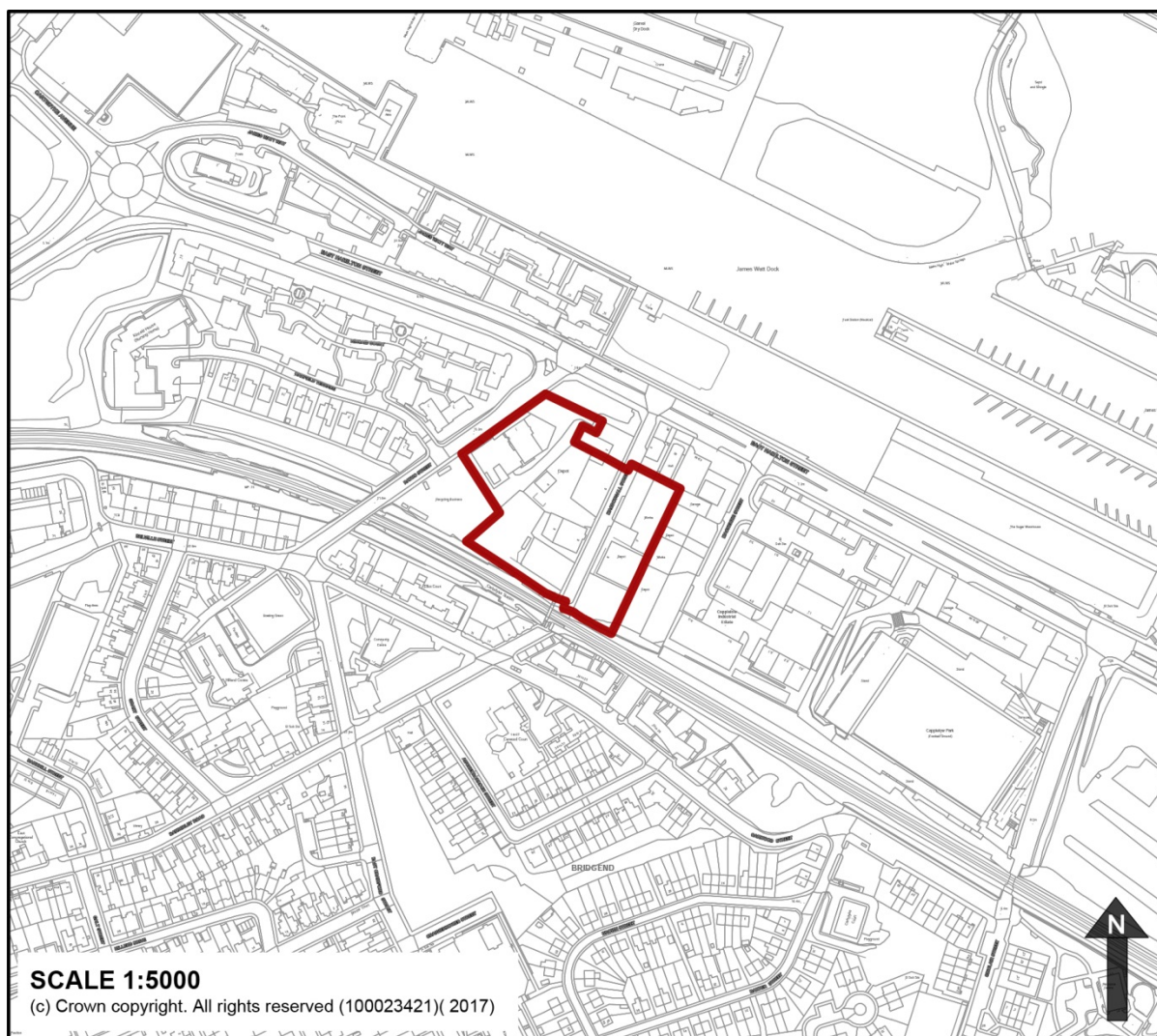
Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
Local services (education and health)	Available in Kilmacolm local centre
Does a proven housebuilder have an interest in the site?	No.
Is there evidence of housing demand/need in the area proposed?	Yes. Homes for Scotland has identified Kilmacolm as a strong market area.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Yes

Summary and conclusion
There are no environmental designations or known technical constraints that would restrict development of the site. 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.

Although the site has not been promoted by a developer, it is likely to generate developer interest.

Site Details

Site name	Ratho Street/McDougall Stret
Settlement	Greenock
Call for Sites reference	048
Site size (ha)	1.4
Current use	Business and industry
Existing LDP allocation	Business and industry development opportunity
Proposed use	Residential
Scale of development proposed	104 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No significant impacts identified
Biodiversity, Flora and Fauna	Unlikely to have a significant impact as the proposal is for redevelopment of brownfield land and industrial units within the built up area.
Climatic Factors	Car travel and associated emissions would be minimised

	as the site is 89m from nearest bus stop and 153m from a train station
Air Quality	Short term impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Proposal would re-use brownfield land and, where necessary, remediate any contamination from its industrial use.
Landscape	Unlikely to have any significant impact as proposal is for redevelopment of brownfield land/industrial units within the urban area.
Material Assets	Re-use of brownfield land.
Cultural Heritage	No impact on cultural heritage assets identified
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. Site is within an accessible walking distance of local services – 733m

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	To be investigated
Surrounding road network	To be investigated
Active travel options	Approximately 50 metres to core path network.
Distance to public transport	Approximately 90 metres to nearest bus stop. Approximately 150 metres to nearest train station.
Distance to town/local centre	Approximately 750 metres.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	No

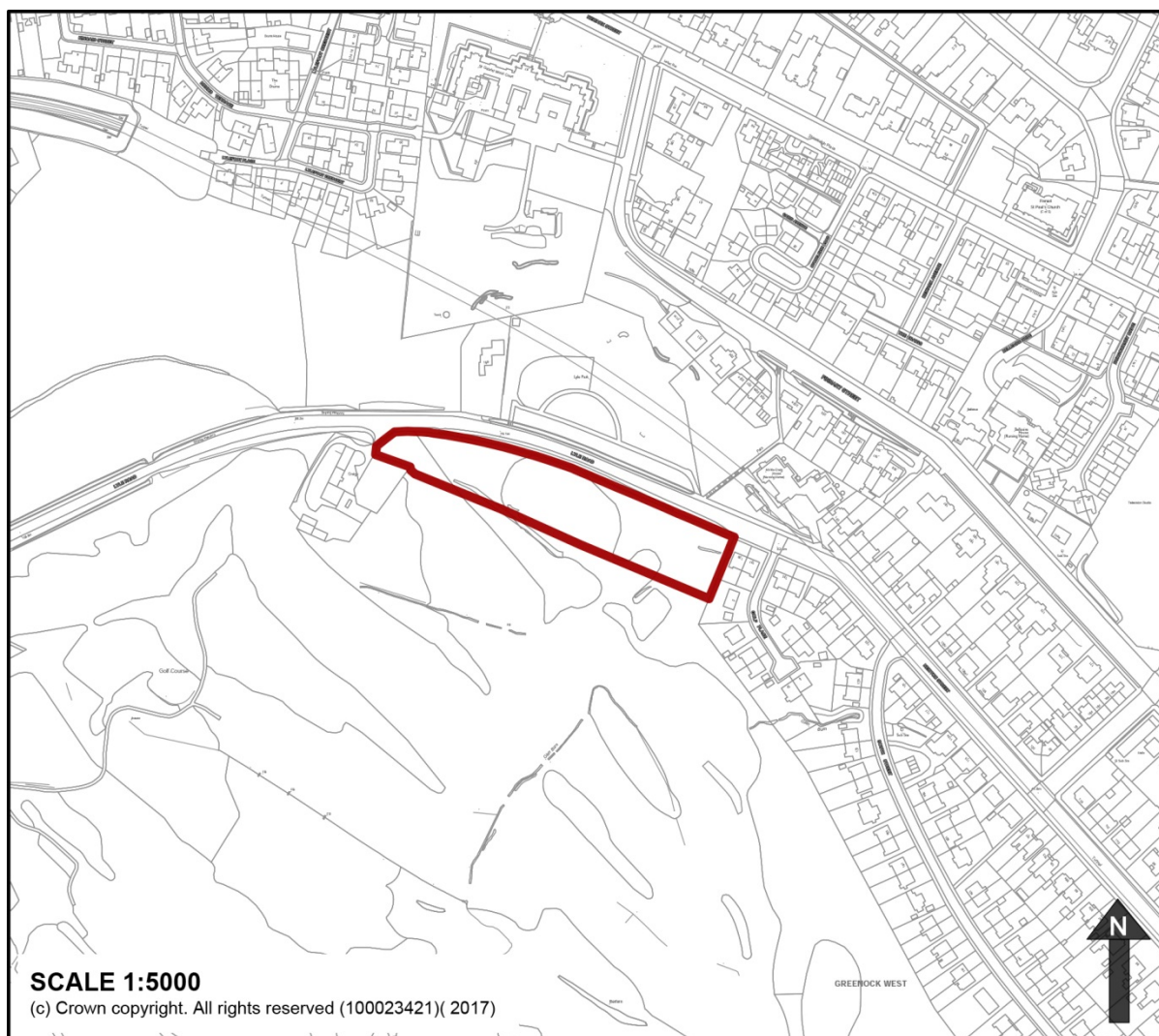
Summary and conclusion
There are no environmental designations on the site. Roads issues would need to be investigated.
Development would sit immediately adjacent to an industrial estate, which could lead to

conflict between the two uses. The site is also actively used for industrial/business purposes meaning its development would lead to a loss or dispersal of economic activity, which could spread speculatively along the A8 corridor affecting other industrial areas.

Whilst an adjoining site was previously successfully developed for residential purposes, there is no strong evidence that this site would be similarly developed, and as such its zoning for industry/business remains appropriate.

Site Details

Site name	Lyle Road
Settlement	Greenock
Call for Sites reference	049
Site size (ha)	1.0
Current use	Golf course
Existing LDP allocation	Open space
Proposed use	Residential
Scale of development proposed	22 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No significant impacts identified
Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. Potential loss of semi-natural trees within eastern and western boundaries. Impact on protected species not known.
Climatic Factors	Likely to increase car travel as site is 531m from nearest bus stop and 1.06km from train

	station.
Air Quality	Medium term adverse impact through increased car emissions and a short term impact through the release of particulate matter (dust) during construction, but these are unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Adverse impact through soil sealing and compaction.
Landscape	Unlikely to have any significant impact
Material Assets	Proposal would reduce amount of greenfield land
Cultural Heritage	No significant impact on cultural heritage assets
Population and Human Health	Adverse impacts as the site is not within an accessible walking distance of local services – 1615m, and development would result in the loss of formal open space. Positive impacts as Suds provision would contribute to green infrastructure, while the core path adjacent to the northern boundary provides opportunity for a direct link to the active travel network.

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	To be investigated.
Surrounding road network	To be investigated.
Active travel options	Adjacent to core path network.
Distance to public transport	Approximately 550 metres to nearest bus stop. Approximately 1.1km to nearest train station.
Distance to town/local centre	Approximately 1.6km.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues
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 West as an area with moderate market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by	Possibly. The site may be developed on a plotted basis or by a smaller housebuilder.

2024?	
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Summary and conclusion

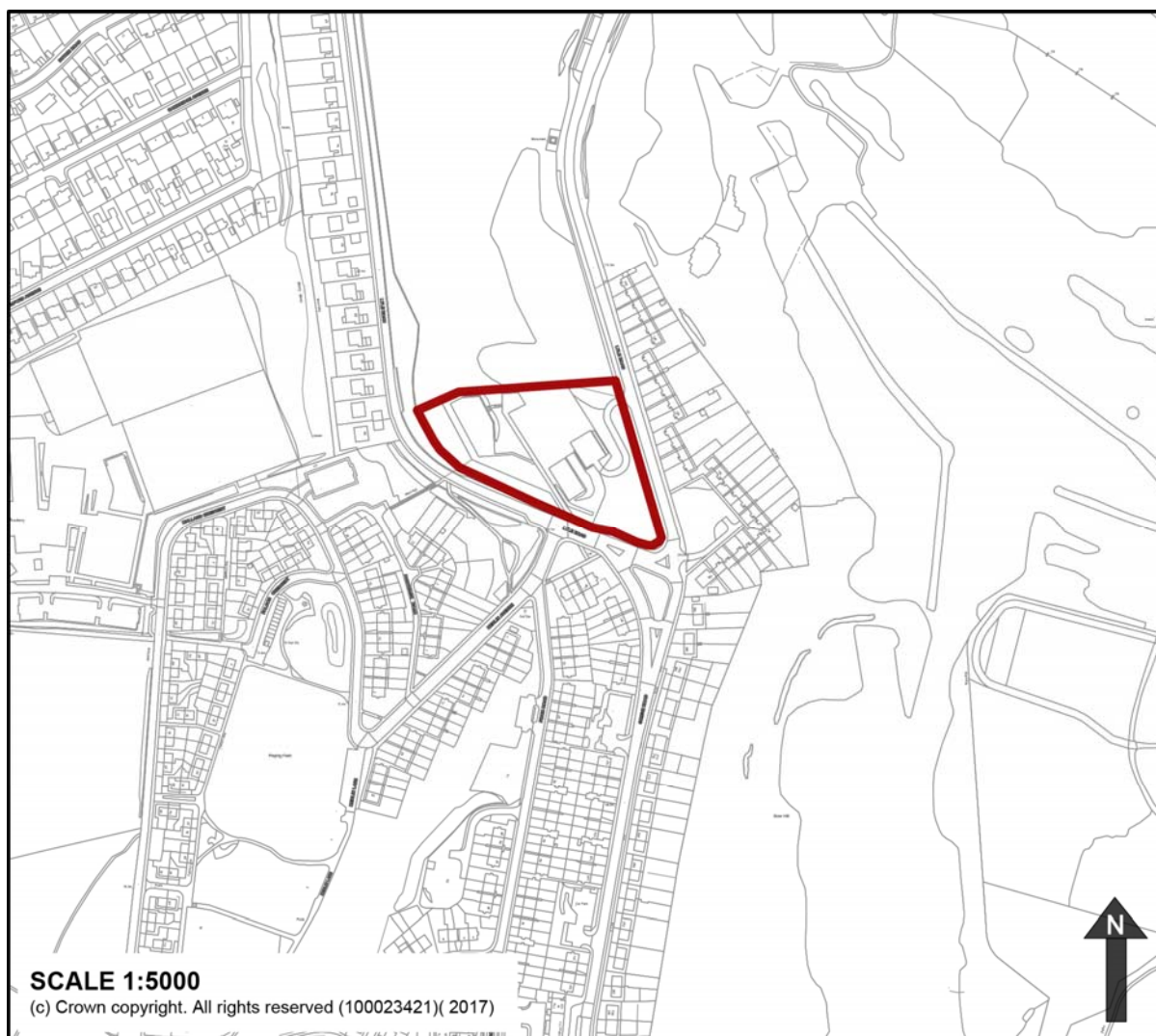
There are no environmental designations affecting the site. There could be technical issues associated with levels and road access.

The proposal would result in the loss of open space (golf course) and habitat (woodland), and there are no corresponding proposals as to how this impact would be managed and mitigated.
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The proposal is considered speculative, with no certainty that allocation would result in delivery.

Site Details

Site name	Former Holy Cross Primary School
Settlement	Greenock
Call for Sites reference	050
Site size (ha)	1.1
Current use	Vacant former school site
Existing LDP allocation	Open space
Proposed use	Residential
Scale of development proposed	15 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No significant impacts identified.
Biodiversity, Flora and Fauna	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site.
Climatic Factors	Car travel and associated emissions would be minimised as site is 176m from the nearest bus stop.

Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Redevelopment of a brownfield site. No known contamination issues.
Landscape	Unlikely to have any significant impacts
Material Assets	Redevelopment of a brownfield site
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	While development would result in the loss of open space, this is not considered to be of a high quality. Proposal of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. The core path adjacent to the site provides an opportunity for a direct link to the active travel network. Site is within an accessible walking distance of local services – 1.58km

Green Belt boundary issues

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

Transportation and Accessibility Assessment

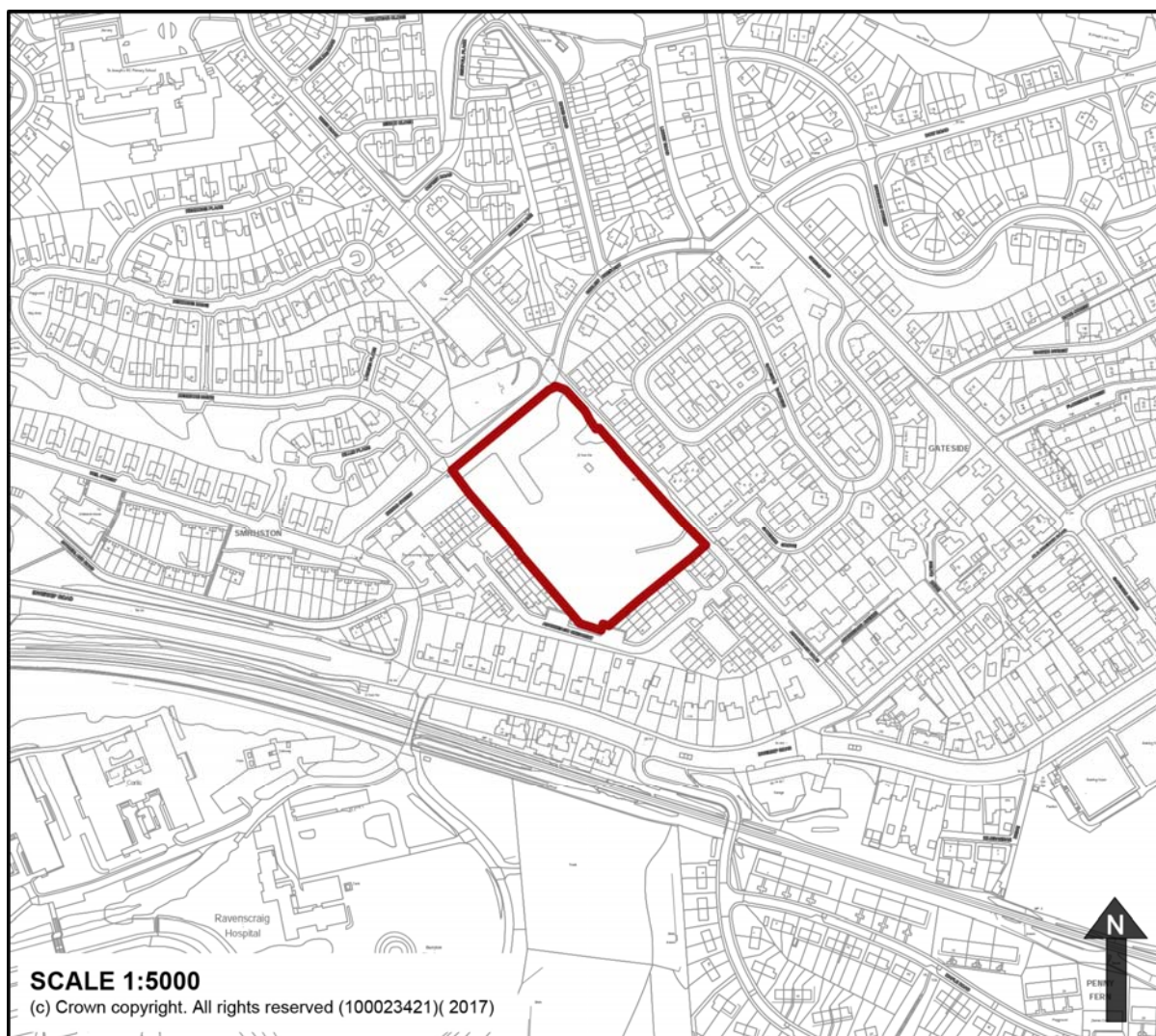
Road access to site	To be investigated.
Surrounding road network	To be investigated.
Active travel options	Adjacent to core path network.
Distance to public transport	Approximately 180 metres to nearest bus stop. Approximately 1.4km to nearest train station.
Distance to town/local centre	Approximately 1.6km.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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 West as an area with moderate market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Possibly. The site is of a size and in an area that may be attractive to a volume builder.

Summary and conclusion
<p>There are no environmental designations affecting the site. There are level differences over the site, which may affect the developable area.</p> <p>This is a brownfield site within the urban area, for which housing is an appropriate new use. The site is of a size and in an area that may be attractive to a volume builder.</p>

Site Details

Site name	Auchneagh Road
Settlement	Greenock
Call for Sites reference	051
Site size (ha)	1.5
Current use	Vacant former hospital laundry
Existing LDP allocation	Residential Area
Proposed use	Residential
Scale of development proposed	28 houses (Call for Sites submission)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	No significant impacts
Biodiversity, Flora and Fauna	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site.
Climatic Factors	Car travel and associated emissions would be minimised as site is 304m from the

	nearest bus stop and 740m from a train station.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Redevelopment of a brownfield site. No known contamination issues.
Landscape	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site.
Material Assets	Redevelopment of a brownfield site
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. While there are existing industrial areas immediately to the south and west, none are PPC licensed and incompatible with the proposed housing. No impact on active travel routes as site is 535m from the network. Site is within an accessible walking distance of local services –638m

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	To be investigated.
Surrounding road network	To be investigated.
Active travel options	Approximately 550 metres to core path network.
Distance to public transport	Approximately 300 metres to nearest bus stop. Approximately 750 metres to nearest train station.
Distance to town/local centre	Approximately 650 metres.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues
Local services (education and health)	Available in Greenock
Does a proven housebuilder have an interest in the site?	Yes
Is there evidence of housing demand/need in	Homes for Scotland has identified Inverclyde

the area proposed?	East as an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Yes, there is current developer interest in this site.

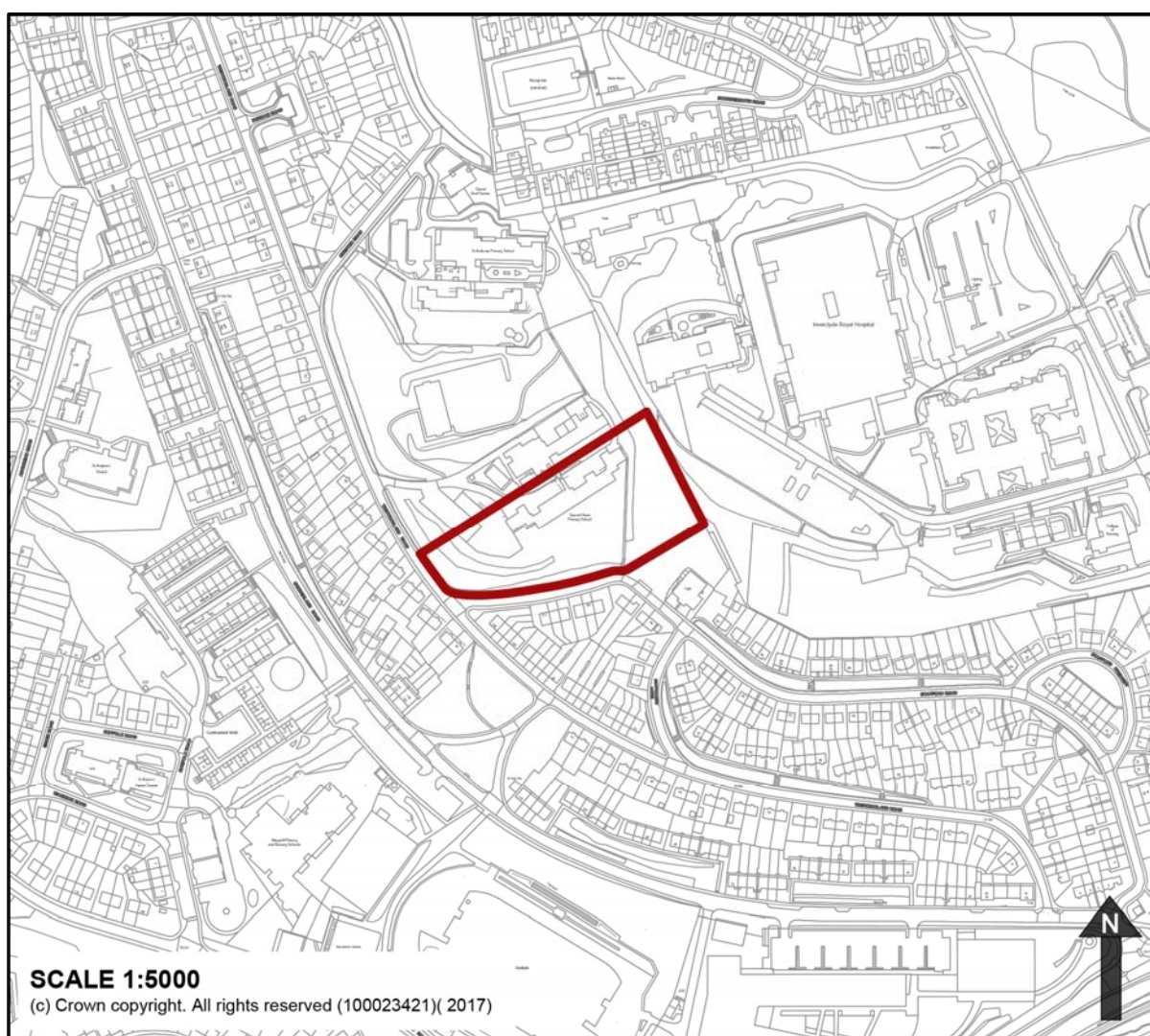
Summary and conclusion

There are no environmental designations affecting the site.

This is a brownfield site within the urban area, for which housing is an appropriate new use. There is interest in the site from a volume housebuilder and it would be expected to be delivered within the Plan period.

Site Details

Site name	Former Sacred Heart Primary School, Westmorland Road
Settlement	Greenock
Call for Sites reference	052
Site size (ha)	1.3
Current use	Closed school
Existing LDP allocation	Residential Area
Proposed use	Residential
Scale of development proposed	40 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high risk of surface water flooding on small part of site.
Biodiversity, Flora and Fauna	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site in the built up area
Climatic Factors	Car travel and associated emissions will be minimised as site is 301m from the nearest bus stop.

Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Redevelopment of a brownfield site. No known contamination issues.
Landscape	Site is elevated and relatively prominent and could, potentially, have adverse impacts on the local landscape.
Material Assets	Redevelopment of brownfield land
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. No impacts on active travel routes as site is 859m from the network. Site is within an accessible walking distance of local services – 268m

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	To be investigated.
Surrounding road network	To be investigated.
Active travel options	Approximately 850 metres to core path network.
Distance to public transport	Approximately 300 metres to nearest bus stop. Approximately 800 metres to nearest train station.
Distance to town/local centre	Approximately 270 metres.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Possibly. The site is of a size and in a location that may generate volume housebuilder interest.

Summary and conclusion

There are no environmental designations covering the site. There may be technical constraints on the developable area of the site owing to levels. Roads issues would need to be investigated.

This is a brownfield site within the urban area on which residential development would be appropriate. The site is of a size and in a location that may be of interest to a volume housebuilder.

Site Details

Site name	Cumberland Walk
Settlement	Greenock
Call for Sites reference	053
Site size (ha)	0.7
Current use	Vacant shops and flats
Existing LDP allocation	Local centre
Proposed use	Residential
Scale of development proposed	20 houses (Council estimate)



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential opportunity to deculvert the watercourse on site. Medium to high risk of surface water flooding on majority of site.
Biodiversity, Flora and Fauna	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site.
Climatic Factors	Car travel and associated emissions will be

	minimised as site is 110m from the nearest bus stop and 792m from a train station.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant
Soils	Redevelopment of a brownfield site. No known contamination issues.
Landscape	Unlikely to have any significant impact as proposal is for redevelopment of a brownfield site.
Material Assets	Re-use of brownfield land/vacant buildings
Cultural Heritage	No known impact on cultural heritage assets
Population and Human Health	Development of this scale would be required to provide new open space and Suds, with the latter contributing to green infrastructure provision. No impact on active travel routes as site is 1041m from the network. Good accessibility to local services as site is within a local centre.

Green Belt boundary issues

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

Transportation and Accessibility Assessment

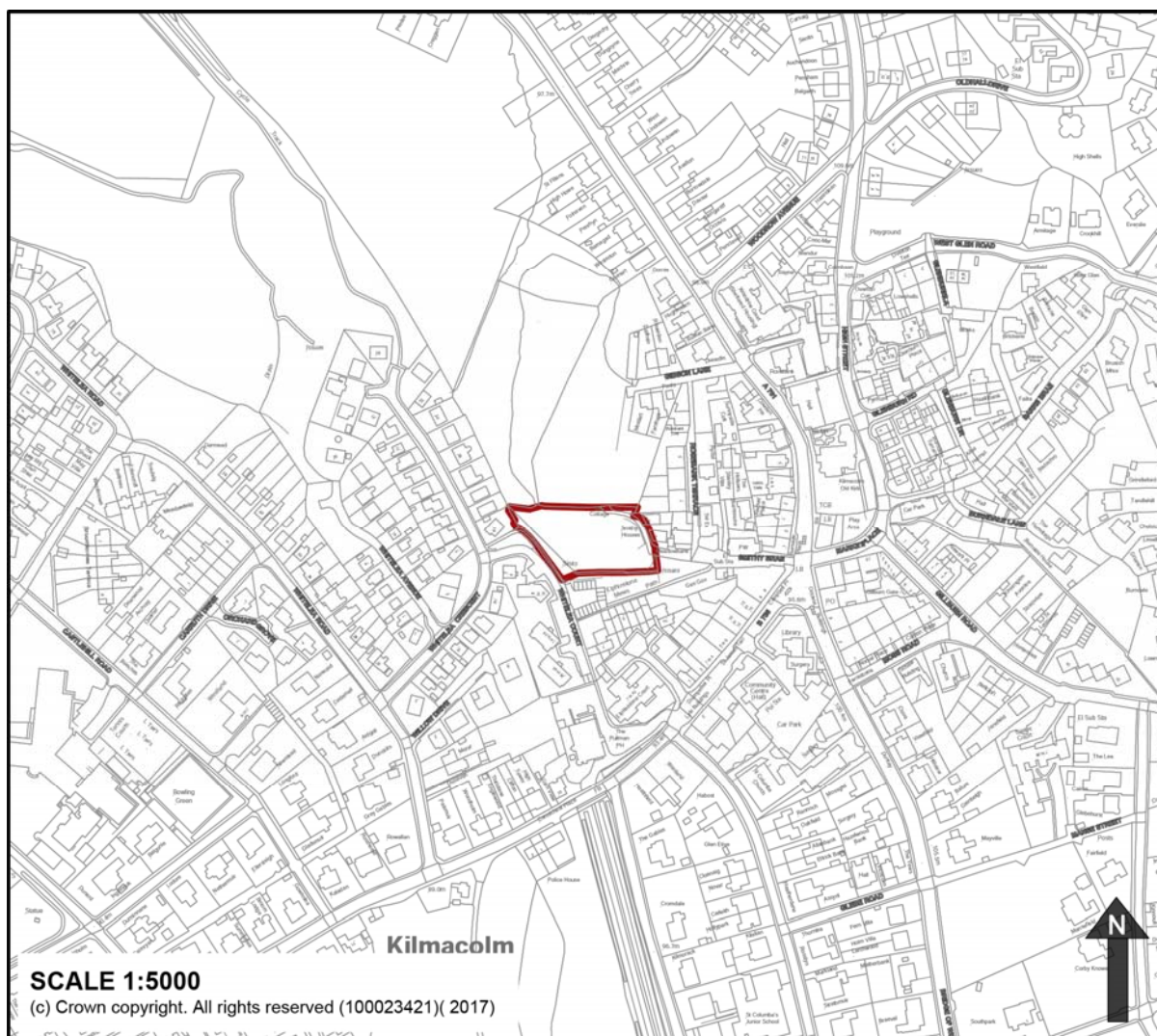
Road access to site	To be investigated
Surrounding road network	To be investigated
Active travel options	Approximately 1km to core path network.
Distance to public transport	Approximately 110 metres to nearest bus stop. Approximately 800 metres to nearest train station.
Distance to town/local centre	Within local centre.

Infrastructure and Deliverability	
Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
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 an area with poor market strength.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	The site may be of interest to a RSL.

Summary and conclusion
<p>There are no environmental designations or known technical constraints affecting the future development of the site.</p> <p>Residential development would be a suitable future use, perhaps as part of a mixed use development with retail/commercial and community uses. It is considered that an RSL is more likely to be involved in this site.</p>

Site Details

Site name	Smithy Brae 3
Settlement	Kilmacolm
Call for Sites reference	054
Site size (ha)	
Current use	Vacant
Existing LDP allocation	Residential Development Opportunity
Proposed use	Care Home
Scale of development proposed	N/a



Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	There may be an opportunity to deculvert watercourse through the site. Medium to high surface water flood risk on part of the site and potential flood risk from watercourse.
Biodiversity, Flora and Fauna	Unlikely to have any significant impacts as proposal is for redevelopment of a brownfield site in the built up area.
Climatic Factors	Car travel and associated emissions will be minimised as

	the site is in very close proximity to the town centre.
Air Quality	Short term adverse impact through the release of particulate matter (dust) during construction, but this is unlikely to lead to the designation of an AQMA and therefore not significant.
Soils	Redevelopment of brownfield land
Landscape	Unlikely to have any significant impacts proposal is for redevelopment of a brownfield site in the built up area.
Material Assets	Redevelopment of a brownfield site
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Development of this scale would create new open space and provide the opportunity to enhance green infrastructure through Suds provision. The core path and NCR75 adjacent to western boundary provide an opportunity for a direct link to the active travel network.

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site	To be investigated.
Surrounding road network	To be investigated.
Active travel options	Approximately 100 metres to core path network.
Distance to public transport	Approximately 120 metres to nearest bus stop. Approximately 6km metres to nearest train station.
Distance to town/local centre	Approximately 100 metres.

Infrastructure and Deliverability

Utilities issues (water and sewerage, gas, electricity, telecommunications)	No known issues.
Local services (education and health)	Available in Kilmacolm local centre
Does a proven housebuilder have an interest in the site?	No.
Is there evidence of housing demand/need in the area proposed?	Yes. Homes for Scotland has identified Kilmacolm as a strong market area.
If allocated for development, is it considered likely that development would be delivered on the site during the Plan period i.e. by 2024?	Possibly. No evidence has been provided in respect of the demand for a new care home in Kilmacolm.

Summary and conclusion

There are no environmental constraints affecting the development of the site. There may be technical constraints associated with road access.

The site is within an area already designated for residential development in the Adopted Local Development Plan, and it is proposed to carry this designation forward into the new Plan.



Regeneration and Planning

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