



Inverclyde
council

LOCAL DEVELOPMENT PLAN



**PROPOSED PLAN
2018**



**PROPOSED DEVELOPMENT
SITES ASSESSMENT**

Introduction

This document sets out an assessment of sites that have been suggested to the Council as suitable for development through the Local Development Plan process. It sets out the factors the Council has taken into account in reaching its decision as to which sites have been identified in the Proposed Local Development Plan for development. This document is published as background paper to the Proposed Plan to evidence the Council's decision making.

Housing Land Requirement

The Council's Housing Land Technical Note 2018 sets out the Council's assessment of the land required and land available to meet Inverclyde's housing need and demand in the period to 2029. It is in this context that this assessment of proposed development sites has been undertaken.

Summary of conclusions

Based on the requirements for housing land set out in the Housing Technical Report 2018 and the assessments set out in this document, the following sites are included for the first time in the Proposed Local Development Plan.

Port Glasgow Industrial Estate (north) – this site presents a brownfield redevelopment opportunity within the urban area. Redevelopment would clear predominantly vacant industrial units, some of which have fallen into poor condition, and have an adverse impact on the remainder of the industrial estate and the adjoining residential community. The site has residential uses adjacent to it and would integrate with the surrounding residential area.

Ratho Street/MacDougall Street, Greenock – this site presents a brownfield redevelopment opportunity within the urban area. It is currently an occupied industrial area sitting between a residential and industrial area, and could be appropriately zoned for either use. The allocated site differs from the site suggested for development by making the boundaries between the proposed residential site and existing industrial uses clearer and stronger. The allocation of the site provides an effective housing opportunity that enhances the housing land supply.

Duncan Street, Greenock – this site will present a brownfield redevelopment opportunity within Greenock town centre once the current Greenock Health Centre relocates. If developed for housing it would increase the town centre residential population and help to mend the urban fabric in this part of the town centre. There are residential uses adjacent and residential would be an appropriate use for this site.

Lyle Road, Greenock (former Holy Cross Primary School) – this site presents a brownfield opportunity within the urban area. It is the size of a former school and has been unused for over a decade. Although the site has, in part, naturalised, areas of hardstanding and fencing remains. Development would offer the opportunity to tidy up the site and bring it back into productive use. It is adjacent to existing residential uses. It is considered that the site would be an effective opportunity.

Auchneagh Road, Greenock - this site presents a brownfield opportunity within the urban area. There are residential uses adjacent. It is considered the site would be an effective opportunity.

Westmorland Street, Greenock (former Sacred Heart Primary School) – this site presents a brownfield opportunity within the urban area. There are residential uses adjacent. It is considered the site would be an effective opportunity.

Kirn Drive, Gourock – the site presents a brownfield opportunity (former playing fields) and an area of scrubland on the edge of the urban area. The allocated site differs from the site suggested for development by excluding an ecologically sensitive area on Larkfield Road and adjusting the boundaries around the former football pitches to mitigate impact on the adjacent woodland and Local Nature Conservation Site. The widening of Kirn Drive by the developer is a requirement of the allocation of this site. The surrounding area is residential in nature. It is considered that the site is an effective opportunity.

Sites submitted for inclusion within Local Development Plan

Reference	Site	Settlement	Page number
001	Carsemeadow	Quarriers Village	1
002	North Denniston	Kilmacolm	6
003	Knapps Loch	Kilmacolm	11
004	Land behind old police station	Kilmacolm	Withdrawn
005	Smithy Brae 1	Kilmacolm	Withdrawn
006	Smithy Brae 2	Kilmacolm	Withdrawn
007	Gillburn Road	Kilmacolm	16
008	Tathieknowe, West Glen Road	Kilmacolm	19
009	The Police Station Field	Kilmacolm	22
010	The ARP Field	Kilmacolm	28
011	West Glen Road	Kilmacolm	33
012	Migdale, Finlaystone Road	Kilmacolm	38
013	Port Glasgow Road	Kilmacolm	42
014	Planetreeyetts	Kilmacolm	47
015	West of Quarry Drive	Kilmacolm	52
016	Stables Wood	Kilmacolm	59
017	Craigmarloch 1	nr Kilmacolm	Withdrawn
018	Craigmarloch 2	nr Kilmacolm	Withdrawn
019	Dubbs Road	Port Glasgow	63
020	Parkhill Farm	Port Glasgow	66
021	Parkhill	Port Glasgow	71
022	High Auchenleck Farm	Port Glasgow	75
023	Port Glasgow Industrial Estate (south)	Port Glasgow	79
024	Port Glasgow Industrial Estate (north)	Port Glasgow	83
025	Barrs Brae (south)	Port Glasgow	87
026	Barrs Brae (north)	Port Glasgow	91
027	Dougliehill	Port Glasgow	96
028	Renton Road	Greenock	100
029	Carwood Street	Greenock	104
030	King Street	Greenock	107
031	Hunter Place	Greenock	110
032	Clyde Square/Oak Mall	Greenock	113
033	Duncan Street	Greenock	116
034	Forsyth Street	Greenock	119
035	Ravensraig Hospital	Greenock	122
036	Drumilian Hill	Greenock	126
037	Spango Valley (north)	Greenock	130
038	Spango Valley (south)	Greenock	135
039	Kirn Drive	Gourock	140
040	Faulds Park Road	Gourock	146
041	The Glebe	Inverkip	150
042	Langhouse Road	Inverkip	154
043	Langhouse Road	Inverkip	158
044	Kip Marina	Inverkip	162
045	Berfern	Inverkip	167
046	Inverkip Power Station	Nr Wemyss Bay	171
047	West Glen Road	Kilmacolm	176

048	Ratho Street/McDougall Street	Greenock	179
049	Lyle Road	Greenock	183
050	Former Holy Cross School, Lyle Road	Greenock	187
051	Auchneagh Road	Greenock	192
052	Former Sacred Heart School, Westmorland Road	Greenock	196
053	Cumberland Walk	Greenock	200
054	Smithy Brae 3	Kilmacolm	204

Abbreviations used

AQMA – Air Quality Management Area

Design Manual for Roads and Bridges – Design Manual for Roads and Bridges

GWDTE – Ground Water Dependent Terrestrial Eco-system

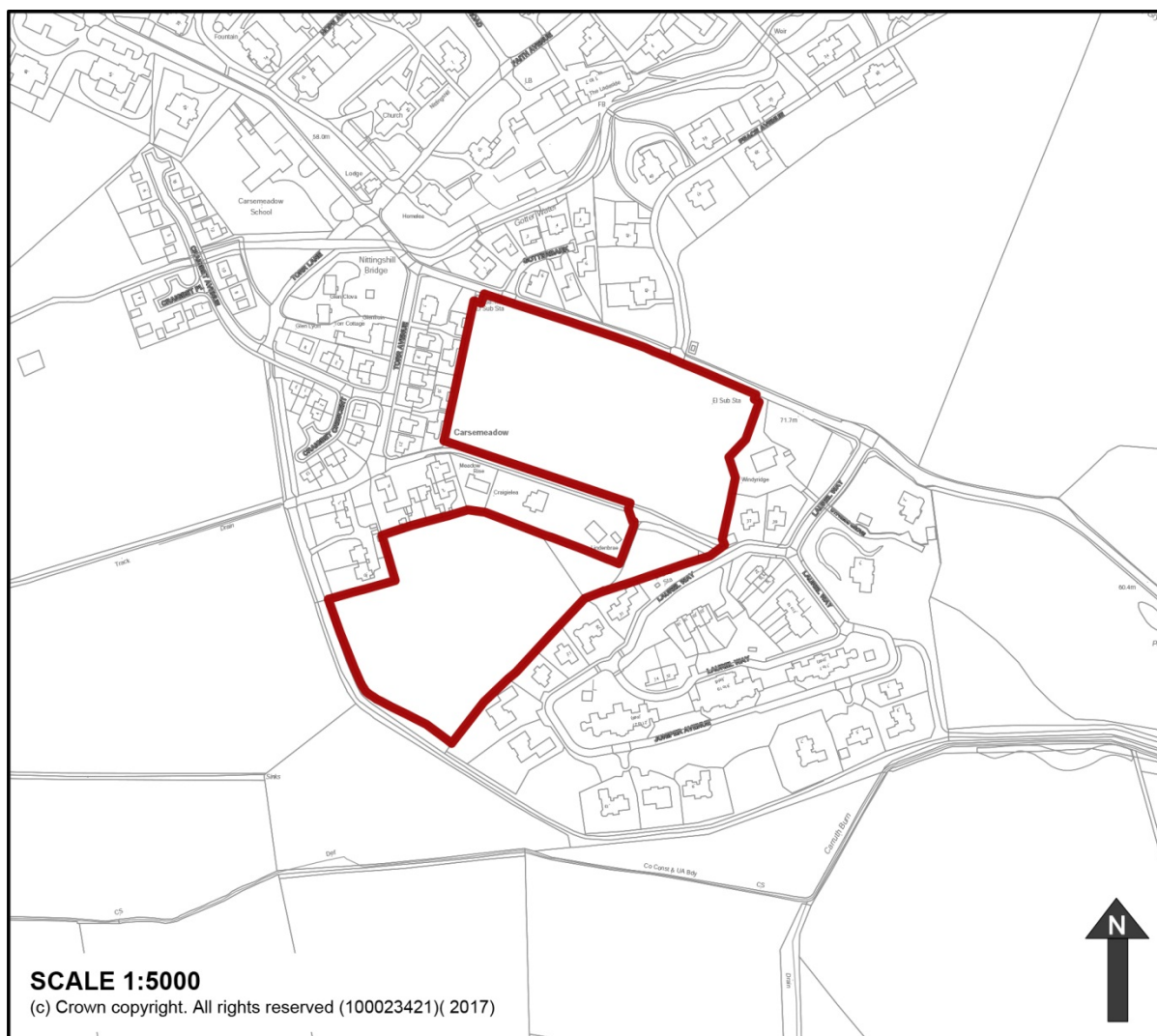
MUGA – Multi Use Games Area

SINC – Sites of Importance for Nature Conservation

SuDS – Sustainable drainage system

Site Details

Site name	Carsemeadow
Settlement	Quarriers Village
Call for Sites reference	001
Site size (ha)	4.17
Current use	Agriculture
Existing LDP allocation	Green Belt



Proposal

Owner/Developer	Quarriers
Proposed Use	Residential
Number of houses/floorspace	80 (MIR 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.

Kilmacolm/Quarriers Village LNCS Assessment Summary

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

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	None
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	<p>Land at Carsemeadow provides an effective housing opportunity that can be delivered in the short term (within the next 5 years) to alleviate the pressures on the Renfrewshire sub-HMA. Carsemeadow provides an opportunity to deliver new homes within a well contained site which represents a logical expansion of the settlement, linking development at the former Bridge of Weir Hospital with the existing settlement core. The site is free from constraints and is capable of accommodating up to 80 new homes in a landscaped development which would complement the built form of the existing village.</p> <p>Matters raised in the Call for Sites assessment can be addressed as follows:</p> <ul style="list-style-type: none"> • Green belt – site boundaries are well contained by existing roads and housing • Coalescence – development of this site would not cause two previously separate settlements to coalesce and lose their individual identities – the gap represents an historic practicality rather than maintaining a sense of place. A vestige of the historic gap can also be retained.

	<ul style="list-style-type: none"> Topography and visibility – By retaining the higher areas of ground undeveloped, development can take place without it being unduly prominent in views towards the village. <p>It is concluded therefore, that whilst there are sensitivities in developing this site, these can be addressed through good design.</p>
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Green Belt boundary issues

Robustness of existing boundary	Consists of roads and garden boundary fences.
Robustness of proposed boundary	Development would be bound by 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 (Comment from Council's Roads Service)	<p>Main access from Craigbet Road and potential new section of road linking Torr Avenue and Laurel Way.</p> <p>To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide.</p> <p>Provide pedestrian links to neighbouring residential estates.</p> <p>Provide pedestrian/ cycle links towards Core Path Network.</p> <p>Suitable visibility should be provided at all accesses.</p>
Surrounding road network (Comment from Council's Roads Service)	<p>Footway to be provided along frontage of development site on Craigbet Road.</p> <p>Consider introduction of bus stops on Craigbet Road on development frontage.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approx. 130 metres to Core Path Network.
Distance to public transport	<p>Approx. 70metres to limited service bus stop.</p> <p>Approx. 10km to nearest railway station.</p>
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 2024?	Yes

Key Agency Comments

Scottish Natural Heritage	<p>This site is essentially formed of two parts. The northern part of the site is elevated and prominent, offering views to Duchal Moor from within the site and on approach to Quarriers Village from the east, contributing to the village gateway. A carefully considered approach to siting and design would be necessary if adverse landscape impacts are to be avoided.</p> <p>The southern part of the site is lower lying and relatively discrete and well contained in landscape terms. More detailed consideration would need to be given to landscape capacity, but this part of the site could potentially provide a natural extension to the existing settlement if appropriately taken forward with site briefs and masterplanning.</p>
Scottish Environment Protection Agency	<p>Flooding: Small part of the site is within fluvial map relating to the Gotter Water and Carruth Burn. A number of small watercourses are also in proximity of the site. A small area of surface water flooding is indicated within the site.</p> <p>Water Environment: Majority of site falls within Erskine sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water. North of the settlement area is in the catchment of River Gryfe WBID 10031 HMWB - Classification Moderate ecological potential due to fish passage and flow regulation. Measures in place to address removal of fish barrier although no owner as yet and fix date is not until 31/15/2020. Not located in close proximity of waterbody that could have any impact.</p> <p>Comments on further information submitted: Our previous response to this site remains valid. The additional information submitted does not provide more information on flood risk and therefore this is still required. Our comments regarding the water environment are also still applicable.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

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.

Development of the site could be viewed as 'filling the gap' between Quarriers and the

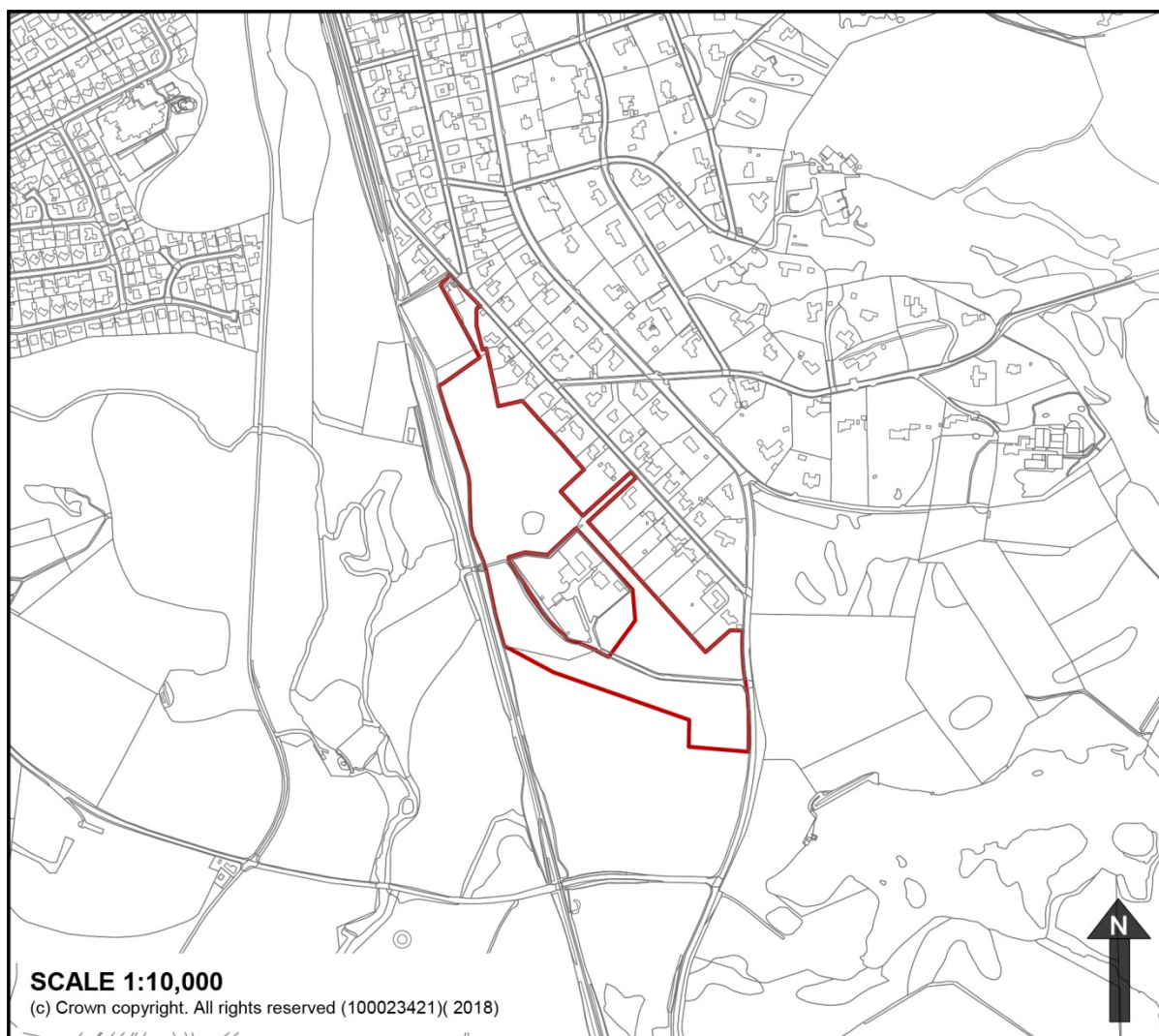
former Bridge of Weir hospital development or unacceptable coalescence. Any development would be contained by existing development and robust green belt boundaries (roads) so would not lead to pressure for further release. Development of the northern field would be prominent within the local landscape and careful siting and design would be necessary to mitigate the impact of any new development.

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.

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

Site Details

Site name	North Denniston
Settlement	Kilmacolm
Call for Sites reference	002
Site size (ha)	7.68
Current use	Agriculture
Existing LDP allocation	Green Belt



Proposal

Owner/Developer	Gladman Scotland
Proposed Use	Residential
Number of houses/floorspace	75 (MIR 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, 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	Adverse impact as 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.

Kilmacolm/Quarriers Village LNCS Assessment Summary

(The following assessment applies to the larger site submitted at the Call for Sites stage)

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

Planning History

Planning Application History	17/0403/IC Proposed residential development with access, open space, landscaping and associated works in principle submitted for this site and 003 to be developed together 12/12/2017 pending decision – drawings show c.100 dwellings across both sites.
Previous Plan - Reporters Comments	None
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	<p>There are no landscape designations within the North Denniston Area.</p> <p>The North Denniston Area has capacity for residential development due to its close association with and containment by the existing built form of Kilmacolm; and the enclosure and screening afforded by the undulating landform and existing infrastructure and planting.</p> <p>Residential development would not affect the glimpsed views of St.</p>

	<p>Columba's Church tower from within the valley floor or the wider landscape character and setting of Kilmacolm.</p> <p>The north-western field has capacity for medium density residential development due to the urbanising influence of the MUGA, existing properties and the large built form of North Denniston Farmstead, and containment afforded by the elevated former railway line.</p> <p>To the north-east, low density residential development could be developed that responds to the scale and massing of the adjacent built form and would be contained by the access road to North Denniston Farmstead. This would provide the opportunity to create a positive entrance into Kilmacolm from the south, and a more robust green belt boundary than the existing rear gardens.</p>
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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, and former railway line, now NCR7, to west. The southern boundary does not appear to relate to any significant physical features on the ground but planting is to be introduced to form a defensible boundary.

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	<p>Access to the site from Bridge of Weir Road.</p> <p>To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide.</p> <p>Provide pedestrian/ cycle links to Gryffe Road and N75.</p> <p>Suitable visibility should be provided at all accesses.</p>
Surrounding road network (Comment from Council's Roads Service)	<p>Requires footway, street lighting and 30mph speed limit to be extended southward beyond the access point.</p> <p>Consider introduction of bus stops on Bridge of Weir Road on development frontage.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approx. 500 metres to Core Path Network.
Distance to public transport	<p>Approx 170 metres to nearest bus stop.</p> <p>Approx 7km to nearest train station.</p>
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	Homes for Scotland has identified Kilmacolm

the area proposed?	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

Key Agency Comments

(The following comments were in respect of a larger site submitted at the Call for Sites stage)

Scottish Natural Heritage	<p>This is a large and prominent site, which defines the southern landscape setting and contributes to the characteristic gateway and approach to Kilmacolm from the south. The site is visually open and would represent a substantial southward expansion of Kilmacolm. Development would have significant and adverse impacts on local landscape character and on the landscape setting of the existing village.</p> <p>There may be some landscape capacity in the northern most part of the site – north of North Denniston Farm – where the site is lower lying and more contained in landscape terms. Landscape capacity would need more detailed consideration.</p>
Scottish Environment Protection Agency	<p>Flooding: Small watercourse flowing at the southern extent of the site, potential fluvial flood risk from this source. Areas of surface water flooding indicated within the site. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourse at south of site. Adjacent to the River Gryfe fluvial flood extent. Small pond located within the site - potential residual flood risk from this source in the event of overtopping or failure.</p> <p>Water Environment: Site is located on the edge of the sewer catchment area and discussions should be had with Scottish Water to determine feasibility to connect. If connection is not possible the developer will need to determine appropriate foul drainage arrangements and discuss with our local Regulatory team.</p> <p>South of settlement area is in the catchment of River Gryfe WBID 10031 HMWB - Classification Moderate ecological potential due to fish passage and flow regulation. Measure in place to address removal of fish barrier although no owner as yet and fix date is not until 31/15/2020.</p> <p>Comments on further information submitted: Our previous response to this site remains valid. The additional information submitted refers to the need to undertake a Flood Risk Assessment and the information is still required. Our comments regarding the water environment are also still applicable.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None

Forestry Commission Scotland	None
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Summary and conclusion

The North Denniston site is not covered by any environmental designations. It is in a marketable area and is of a size that could be developed within the Plan period.

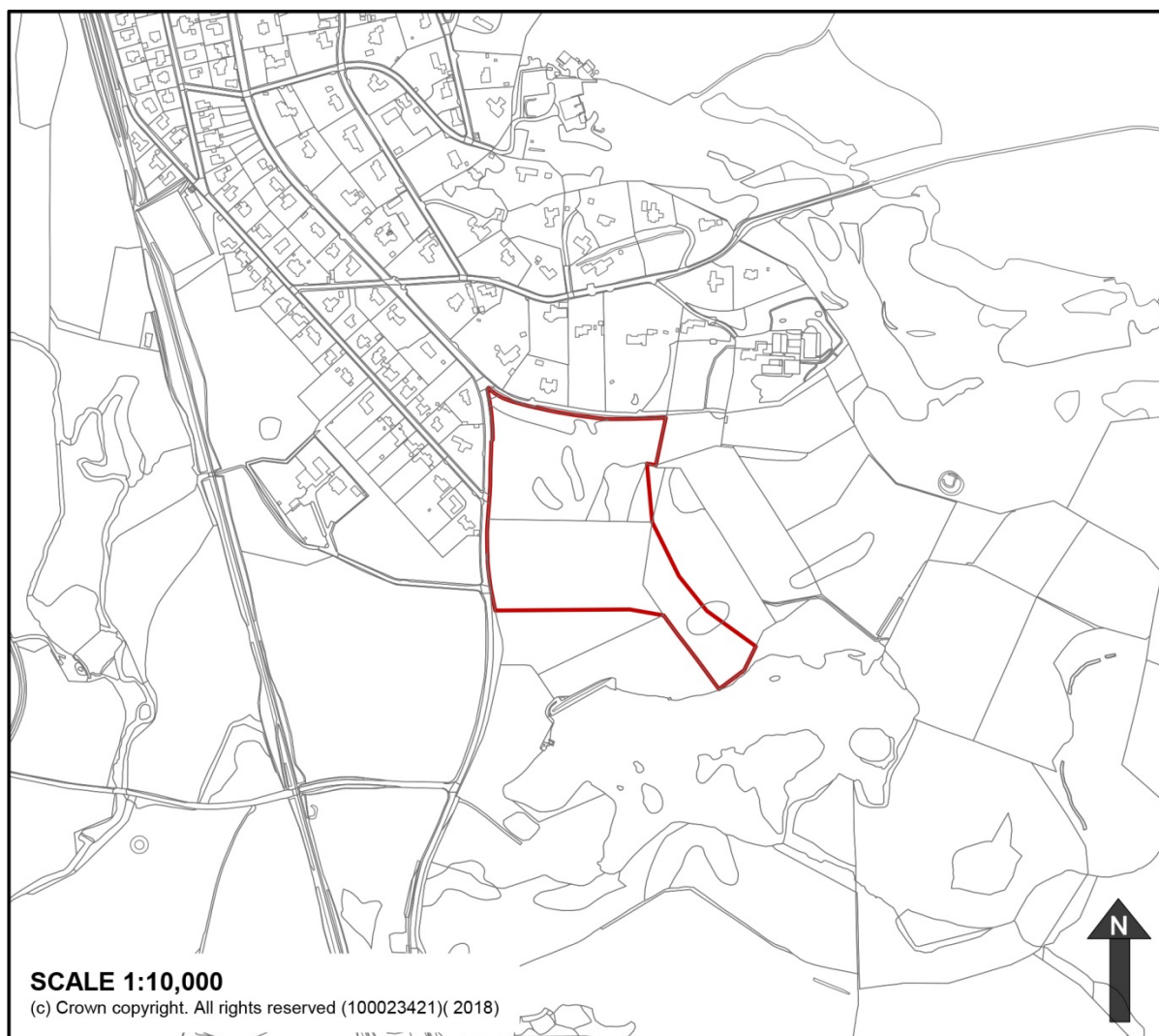
Although the development site has been reduced from that suggested at the MIR stage, it would still have a significant adverse impact on the character and setting of the village, extending the existing settlement in a southerly direction.

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.

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

Site Details

Site name	Knapps Loch
Settlement	Kilmacolm
Call for Sites reference	003
Site size (ha)	7.4
Current use	Agriculture
Existing LDP allocation	Green Belt



Proposal

Owner/Developer	Gladman Scotland
Proposed Use	Residential
Number of houses/floorspace	25-50 (MIR 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. The Council's LNCS assessment found that the site has value for foraging bats and badgers. 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	Adverse impact as 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.

Kilmacolm/Quarriers Village LNCS Assessment Summary

(The following assessment applies to the larger site submitted at the Call for Sites stage)

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

Planning History

Planning Application History	17/0403/IC Proposed residential development with access, open space, landscaping and associated works in principle submitted for this site and 003 to be developed together 12/12/2017 – drawings show c.100 dwellings across both sites.
Previous Plan - Reporters Comments	None
Further information submitted through Main Issues Report consultation (Summary of site promoter's	The Knapps Loch site has capacity for appropriately designed very low density residential development due to its containment by residential development to the north and west, and woodland to the east, with appropriate mitigation measures. These include setting back properties from the roads, with stone walls and planting enclosing the A761 streetscape; enhancing the existing woodland

comments)	<p>and trees through additional planting and long term management; and integrating large scale tree planting into the development layout through the provision of generous streets and gardens.</p> <p>Capacity for residential development within the Knapps Loch site can be enhanced through the enclosure and screening afforded by the existing pattern of woodland and tree belts, which can be extended into the site in such a way that it will reinforce the landscape character of the area and emphasise the natural topography and settlement pattern.</p> <p>There are no landscape designations within the northern parts of the site, and the setting of the Kilmacolm South East Conservation Area is predominantly contained by mature planting.</p> <p>Whilst it is acknowledged that a clearly identifiable settlement boundary would have to be created to the southern edge, good design would establish a more robust boundary than the existing access lane, and the southern edge of Kilmacolm would be only very marginally foreshortened, extended south by approximately 70m.</p> <p>No capacity for residential development is identified in the lower valley floor of the site, which is open in nature, disassociated from the settlement edge and pattern of Kilmacolm, and forms the setting to Knapps Loch and the associated SINCs.</p> <p>Development within the site has potential to restore landscape features and enhance local landscape character, in accordance with published guidance and planning policy.</p>
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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 (Comment from Council's Roads Service)	<p>Access to the site from Bridge of Weir Road.</p> <p>To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide.</p> <p>Provide pedestrian/ cycle links towards Bridge of Weir Road.</p> <p>Suitable visibility should be provided at all accesses.</p>
Surrounding road network (Comment from Council's Roads Service)	<p>Requires footway, street lighting and 30mph speed limit to be extended southward beyond the access point.</p> <p>Consider introduction of bus stops on Bridge of Weir Road on development frontage.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Self-certified flood risk assessment required in accordance</p>

	with policy.
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

Key Agency Comments

(The following comments were in respect of a larger site submitted at the Call for Sites stage)

Scottish Natural Heritage	This is a large, elevated and prominent site which defines the southern landscape setting to Kilmacolm. The site is visually open. Development would have significant and adverse impacts on local landscape character and on the landscape setting of the village. Part of the site is also overlapped by Knapps Loch SINC. (The boundary has been revised in the MIR submission and no longer overlaps the SINC)
Scottish Environment Protection Agency	Flooding: Small watercourses flowing through and at the boundaries of the site, potential fluvial flood risk from this source. Areas of surface water flooding indicated within the site. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourse at the boundaries of the site. Residual flood risk from Knapps Loch in the event of overtopping or failure. Water environment: Site located on the edge of the sewer catchment area and discussions should be had with Scottish Water to determine feasibility to connect. If connection is not possible the developer will need to determine appropriate foul drainage arrangements and discuss with our local Regulatory team. South of settlement area is in the catchment of River Gryfe WBID 10031 HMWB - Classification Moderate ecological potential due to fish passage and flow regulation. Measure in place to address removal of fish barrier although no owner as yet and fix date is not until 31/15/2020. Comments on further information submitted: Our previous response to this site remains valid. The additional information submitted refers to the need to undertake a Flood Risk Assessment and the information is still required. Our comments regarding the water environment are also still applicable.
Scottish Water	None
Strathclyde	No specific comments.

Partnership for Transport	
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and conclusion

The Knapps Loch site is not covered by any environmental designations, although it is immediately adjacent to a SINC. Flooding issues would need to be investigated. It is in a marketable area and is of a size that could be developed within the Plan period.

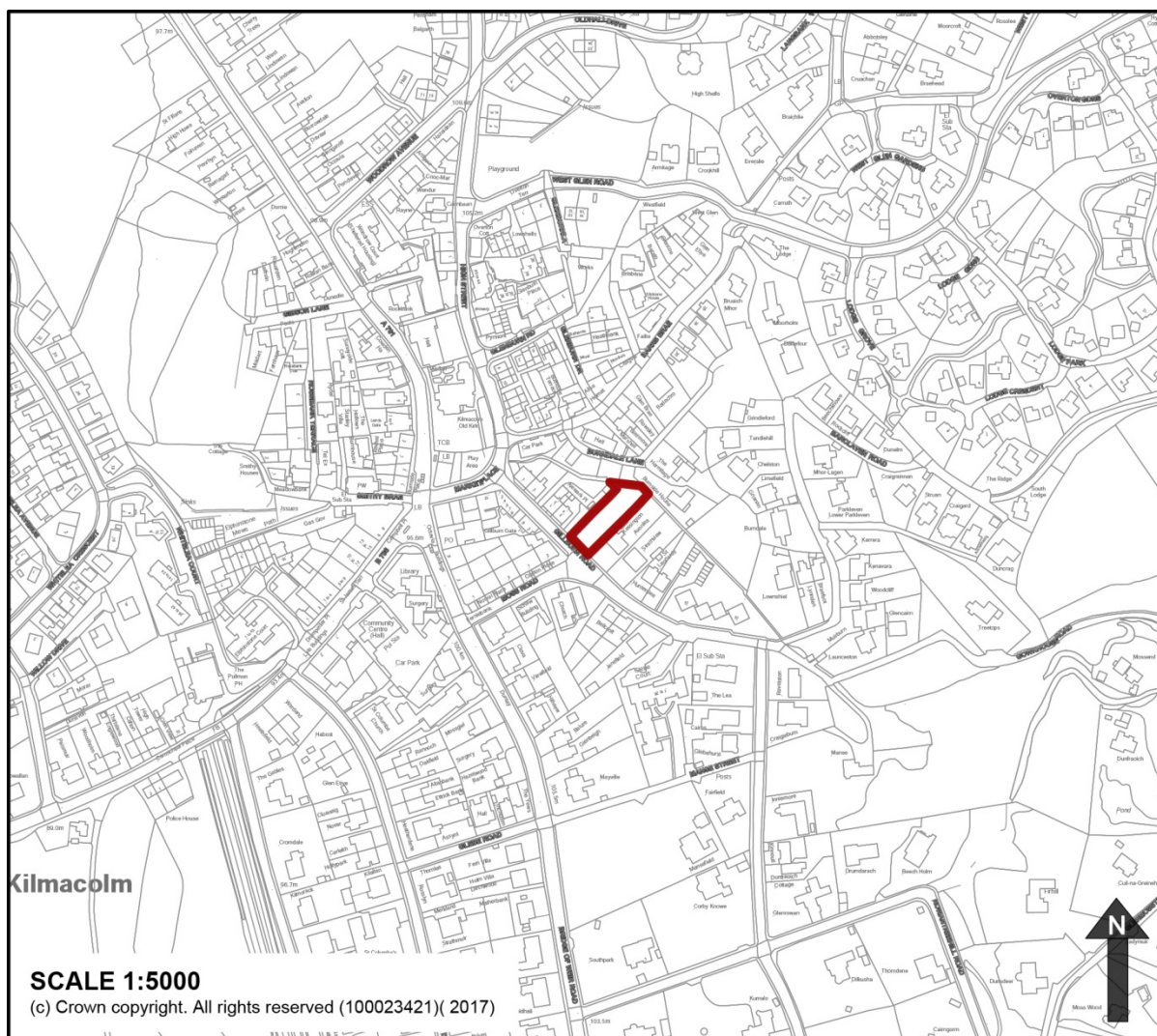
Although the development site has been reduced, development would have a significant adverse impact on the character and setting of the village. It would also impact on the setting of Knapps Loch, a locally important recreation resource. Development would extend the existing settlement in a southerly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

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.

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

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



Proposal

Owner/Developer	Unknown
Proposed Use	Car park
Number of houses/floorspace	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	Positive impact through re-use of brownfield land
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	Unlikely to have any significant impacts

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	<p>There is ample space here for 24 vehicles. This could be achieved at relatively low cost and quite quickly. People working in the business community would be happy to use it and walk 400 or so metres to their places of work.</p> <p>The MIR states under the heading SEA Topic "Potential to deculvert watercourse within the site. Potential flood risk from watercourse". Please note that there is no watercourse running either through or under the site. The Gill burn runs down its natural watercourse and goes unimpeded, with no channelling, past the eastern end of the proposed site and at a lower level than the ground within the site.</p>

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Too close to junction of Gillburn Road and Moss Road and could result in congestion and collisions.
Surrounding road network (Comment from Council's Roads Service)	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.

Key Agency Comments

Scottish Natural Heritage	No comments.
Scottish Environment Protection Agency	Flooding: Potentially a culverted watercourse flowing through the site. Surface water flooding may be indicative of potential fluvial flooding issues at the site from a culverted watercourse.
Scottish Water	None
Strathclyde	If the need and the demand is established then some limited long-stay

Partnership for Transport	parking could be provided – perhaps with a nominal cost attached. This is already an area of high car ownership and presumably high car use – an alternative option of encouraging public transport and/or active travel should be considered.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

There are no environmental designations covering the site.

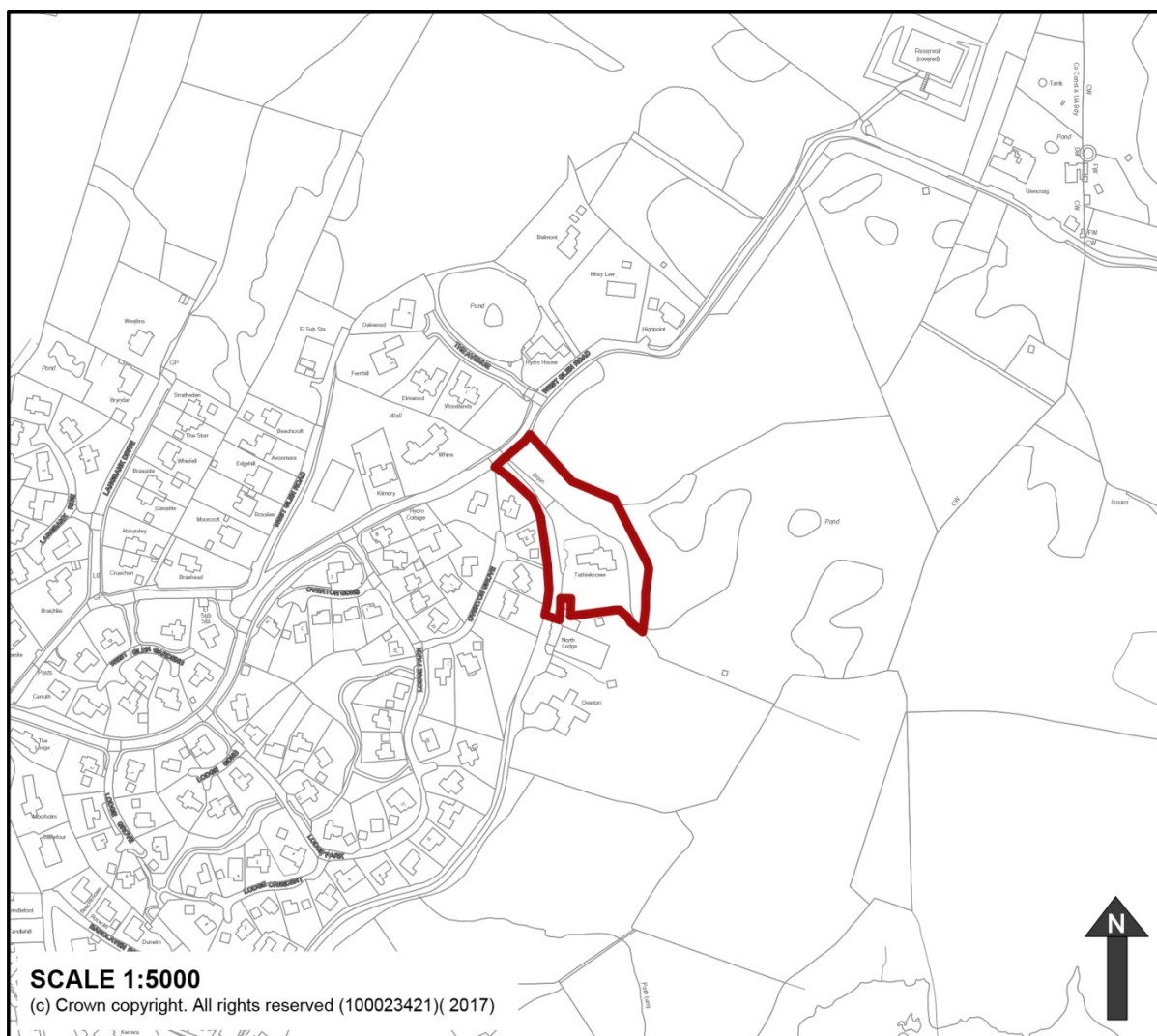
Roads comments indicate the site is not suitable for this use due to proximity to the junction of Gillburn Road and Moss Road causing network and safety concerns.

The Council does not currently have an evidence base indicating the need for an additional car park in Kilmacolm village centre.

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

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	1-2 (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 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	Adverse impact through soil compaction and sealing.
Landscape	Unlikely to have any significant impacts
Material Assets	Adverse impact through reduction in 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.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	None
Further information submitted through Main Issues Report consultation	None

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 (Comment from Council's Roads Service)	Access to the site from West Glen Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Suitable visibility should be provided from access.
Surrounding road network (Comment from Council's Roads Service)	Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site.
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

Key Agency Comments

Scottish Natural Heritage	None
Scottish Environment Protection Agency	None
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and conclusion

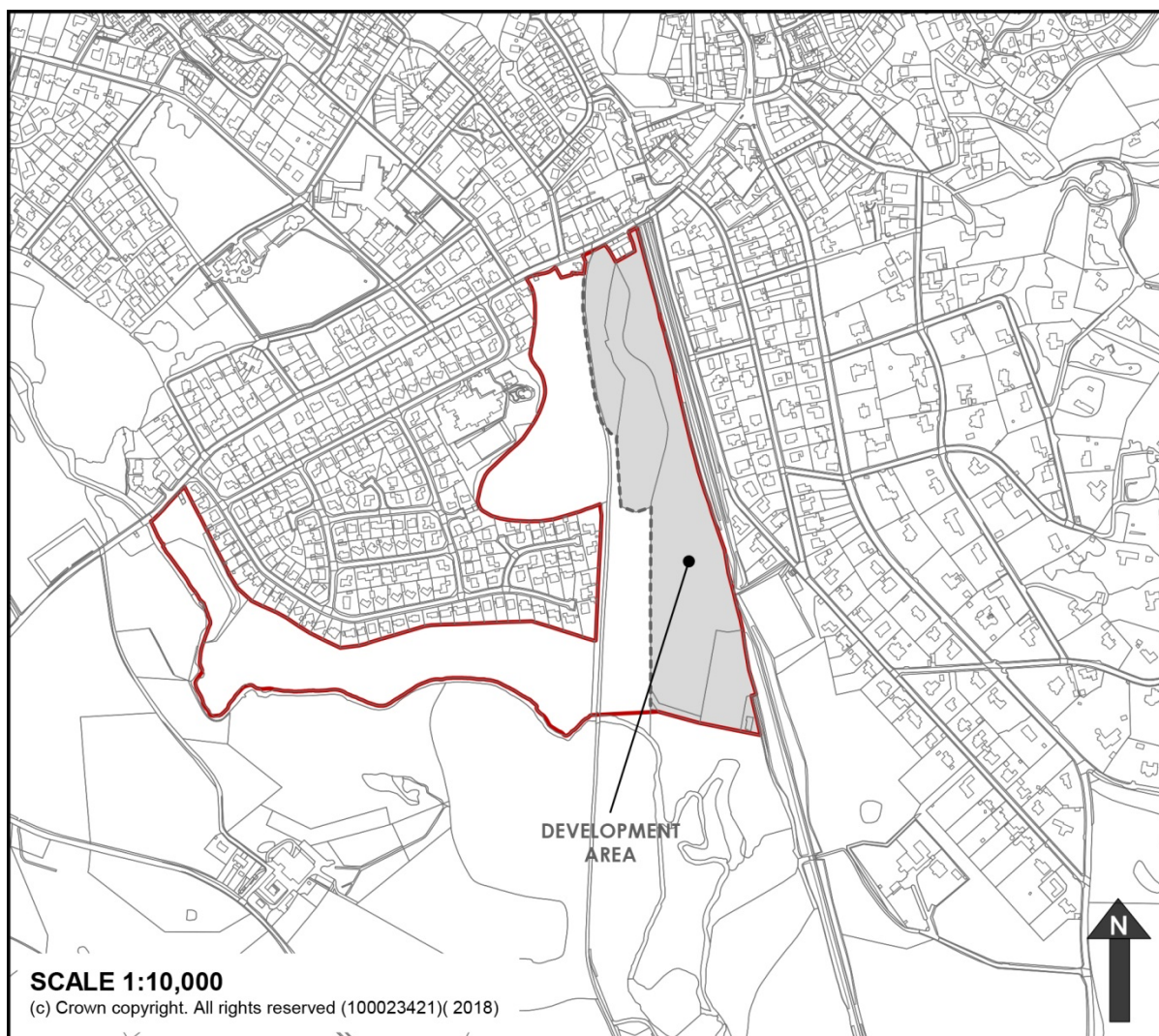
There are no environmental designations affecting the site, nor is there understood to be any technical constraints to its development.

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.

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

Site Details

Site name	The Police Station Field
Settlement	Kilmacolm
Call for Sites reference	009
Site size (ha)	19.6 (development area 7.5 ha)
Current use	Rough pasture/woodland
Existing LDP allocation	Green Belt



Proposal

Owner/Developer	CALA Homes (West) Limited
Proposed Use	Residential
Number of houses/floorspace	65-75 (MIR submission)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on 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	The Duchal Estate SINC extends into the western part of the site, but does not overlap with the development area

	identified. 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 on the areas identified 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	Adverse impact as the proposal would reduce amount of greenfield land
Cultural Heritage	<p>Development of the area immediately adjacent to the Duchal Garden and Designed Landscape (GDL) is likely to have a significant adverse impact on the setting of the GDL. There may be some capacity between the existing housing development along Belmont Road and the Gryffe Water.</p> <p>Potential adverse impact on The Cross, Kilmacolm conservation area, which is immediately north of the identified development area.</p>
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 There are opportunities to create new paths and enhance existing active travel routes/links. Site is within an accessible walking distance of local services – 159m

Kilmacolm/Quarriers Village LNCS Assessment Summary

(The following assessment applies to the full site submitted at the Call for Sites stage)

Police Station Field survey site supports a substantial area of well developed woodland, but also includes a section of the Gryfe Water habitat corridor, producing a combined site of high interest. It is suggested this remains part of the existing Duchal Wood LNCS.

Planning History

Planning Application History	12/0150/IC New build school buildings, access road, associated parking and infrastructure, community car park, pedestrian footbridge in principle. Refused 21/01/2013
Previous Plan - Reporters Comments	<p><i>Extract below is from 2014 Local Development Plan Examination Report and is in respect of a different site boundary than considered here.</i></p> <p>With regard to a proposal for residential development at the Police House Field (part of this site), the Reporter concluded 'I consider that</p>

	the main concern regarding the proposed development of this site is the detrimental effect this would have on the semi-rural character of Kilmacolm. This concern applies particularly to the northern and wooded parts of the site. Given that no over-riding need for development has been demonstrated, and the advice in paragraph 117 of Circular 6/2013: Development Planning that I should only recommend a modification where the proposed plan is clearly inappropriate or insufficient, I conclude that no change to the plan is required.'
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	<p>The proposed development would have a limited direct impact on the defined SINC and the Gardens and Designed Landscape Inventory site; however, a sensitive approach can be taken to the integration of the proposals with the specific characteristics of the site with the result that its inherent qualities will not be compromised. The proposed development would not impact directly on Duchar House and it is unlikely that it would impact indirectly on, or affect its setting. The proposed development lies outside and would therefore not impact directly on either of the Kilmacolm Conservation Areas. The western edge of 'The Cross' Conservation Area extends to the northern end of 'The Avenue'. Subject to the integrity of the woodland being retained, in particular the trees at the entrance which are identified as being Class A and B in the tree survey of 2013, it is unlikely that any impact on the Conservation Area, SINC or Inventory Site would be significant.</p> <p>The Milton Wood is in a variable condition and would benefit from active management. The proposed development presents the opportunity to implement a funded programme of management that would improve the ecological quality of Milton Wood and enhance the enjoyment of those that use it as a recreational resource. The adjacent Milton Wood provides a setting for new development that is in keeping with the character of Kilmacolm and as such residential development within the non-designated areas of pasture and scrub would be a logical and sympathetic extension to Kilmacolm.</p>

Green Belt boundary issues

Robustness of existing boundary	Bounded to the east and north by former railway line (now NCR75) and Lochwinnoch Road respectively. Bounded to the west by established property boundaries.
Robustness of proposed boundary	The southern and western boundaries of the development area follow the existing tree line.

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Access from Lochwinnoch Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Suitable visibility should be provided from access.
Surrounding road network (Comment from Council's Roads Service)	<p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified Flood Risk Assessment required in accordance</p>

	with policy.
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

Key Agency Comments

(The following comments were in respect of a larger site submitted at the Call for Sites stage)

Scottish Natural Heritage	Development would have significant and adverse impacts on local landscape character and on the landscape setting of the existing village. A large part of the site also overlaps with a SINC.
Scottish Environment Protection Agency	Flooding: Part of the site at fluvial flood risk from the Gryfe Water. Areas of surface water flooding indicated within the site. Water Environment: close proximity to WB ID 10031 River Gryfe. Comments on further information submitted: Our previous response to this site remains valid. The additional information submitted refers to the need to undertake a site specific assessment of flooding and the information is still required. Our comments regarding the water environment are also still applicable.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	This potential allocation surrounds the northern part of <i>Duchal House</i> GDL 00146, included in the <i>Inventory of Gardens and Designed Landscapes</i> in recognition of its national importance. Duchal House is a fine example of a formal late 17th/early 18th century designed landscape to which later overlays have been well integrated. It consists of a Category A-listed classical house surrounded by formal gardens and a canalised burn, together with high quality estate buildings and formal avenues, parkland and woodland. It has outstanding historical and architectural value, high value as a work of art as well as high horticultural, arboricultural and silvicultural and scenic value.

	<p>The site incorporates part of the northern extremity of the designed landscape, which is composed of the late 19th century North Lodge and former entrance driveway linking the village of Kilmacolm with the house. It dates from the later 19th century northward expansion of the designed landscape, when the Shaw-Stewart family acquired the estate and used the house for shooting parties. They extended the policies NE towards Kilmacolm after 1863, creating an entrance from the town (and new railway station) with a long picturesque drive. This is an important element of the designed landscape, which has high historic importance as the link between the estate and the village, as well as significant scenic importance as a green wedge of woodland, which we would wish to see protected and conserved.</p> <p>In Historic Scotland's response to the Main Issues Report of the Inverclyde Local Development Plan in May 2011 we agreed that the Milton Woods site should not be a preferred option site, given our concerns about the potential impact of development on the Duchal House designed landscape.</p> <p>The site is proposed for residential development, with potential for 50-100 units. This represents a type and scale of development that in our view will have a significant impact on this part of the Garden and Designed Landscape (GDL). Given the potential adverse impact, we recommend that the part of the Milton Woods Call for Sites site that falls within Duchal House GDL and the land immediately to the east between the GDL and Gryffe Road, which is bounded on the east by the original stone dyke that marks the historic boundary of the Duchal House estate, should not be a preferred option site. However, we believe that the remaining part of the site, which lies to the west between the existing housing development along Belmont Road and Gryffe Water, may have potential for residential housing depending on the details of the scheme and taking into account the close proximity of the Inventory designed landscape.</p> <p>We remain of the view that a development in this area will adversely affect the northern part of the designed landscape and its setting. The adverse impacts will result from three factors:</p> <ol style="list-style-type: none"> 1. Loss of trees from within the designed landscape will result in erosion of character as the extent (depth) of woodland around the entrance drive is reduced. 2. Conversion of the northern part of the entrance drive to a road serving a housing estate is likely to require street lighting, widening of the road, improved road surfacing, installation of pavements, white lines and signage, all of which will urbanise the space and detract from its historic character as an approach drive through woodland. 3. Building on the grassland to the east of the inventory boundary will affect the setting of the designed landscape, as it will divorce the woodland from the stone dyke that marks the estate boundary. <p>Because of these impacts, we remain of the view that this allocation</p>
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	<p>should remain a non-preferred option.</p> <p>If your council were minded to support this allocation, we strongly suggest that the proposed layout is amended to remove the houses closest to the woodland, south of the point that the entrance road leaves the existing drive to mitigate these impacts. This will allow greater retention of trees to ensure that the new houses are properly screened from the drive. We also suggest that every effort is made to minimise the impacts noted in point three above.</p>
Transport Scotland	None
Forestry Commission Scotland	None

Summary and conclusion

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

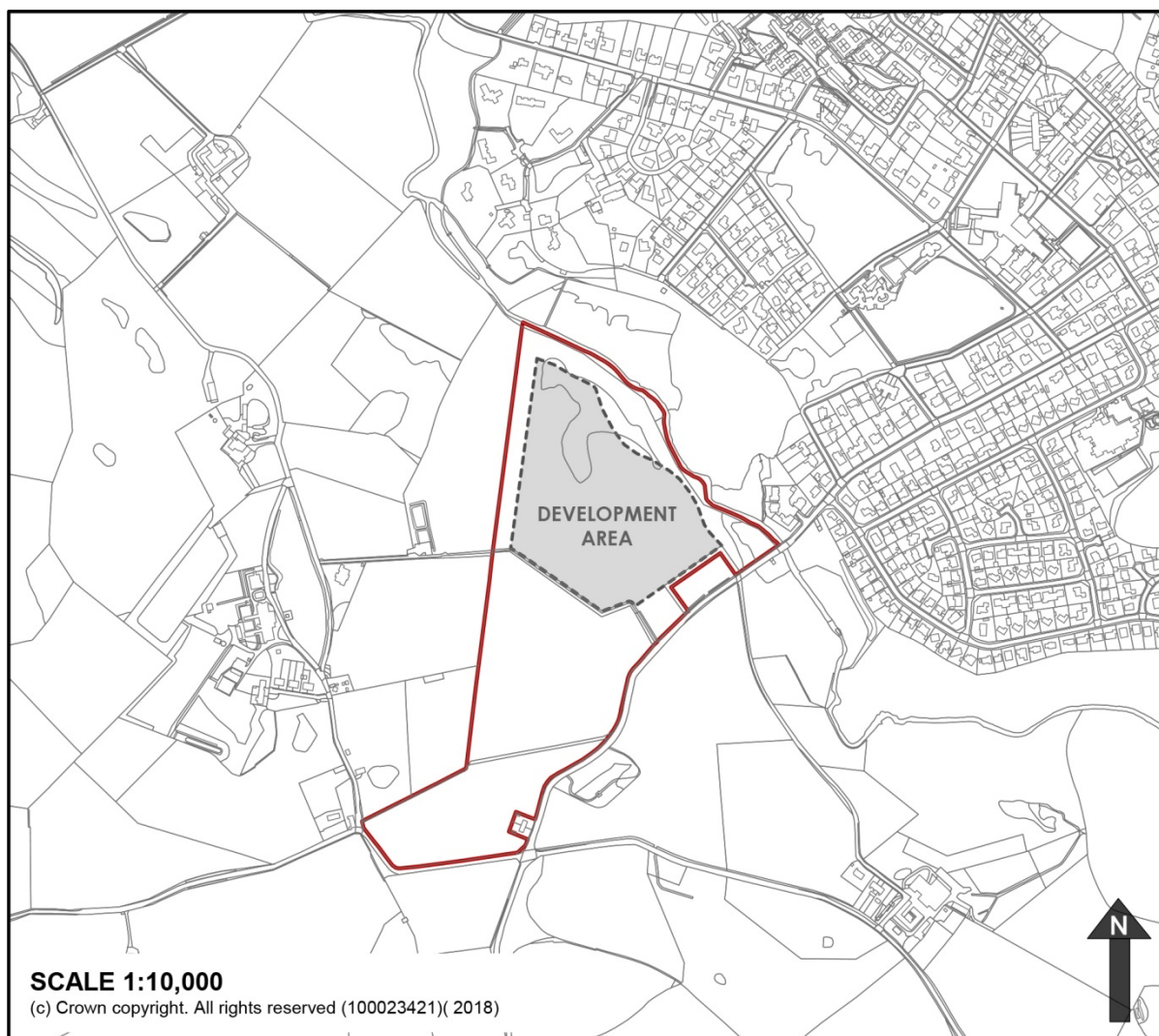
Despite being reduced to remove the part of the site that extends west adjacent to the river Gryffe, the site is environmentally sensitive as parts are covered by a SINCD and Garden and Designed Landscape designation. The site contributes significantly to the character of Kilmacolm, particularly the 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.

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

Site Details

Site name	The ARP Field
Settlement	Kilmacolm
Call for Sites reference	010
Site size (ha)	16.5 (development area 5.8 ha)
Current use	Grassland
Existing LDP allocation	Green belt



Proposal

Owner/Developer	CALA Homes (West) Limited
Proposed Use	Residential
Number of houses/floorspace	100 (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. An area within the northern part of the site is recommended as an LNCS by the Council's LNCS assessment.
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	Adverse impact as 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.

Kilmacolm/Quarriers Village LNCS Assessment Summary

(The following assessment applies to the full site submitted at the Call for Sites stage)

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

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	None
Further information submitted through	There are no natural heritage or scenic designations on the site, however, the two southern fields above the field access track are

Main Issues Report consultation (Summary of site promoter's comments)	<p>considered to be too exposed and visible within the context of the wider landscape and the setting of Kilmacolm to be developed for residential use. Furthermore development within these fields is likely to impact on the open setting of the war memorial. These fields would therefore be retained as pasture.</p> <p>The northern field that lies below the farm track has some development capacity.</p> <ul style="list-style-type: none"> • It presents the opportunity to consolidate and integrate the recently completed and isolated redevelopment to the south of Pacemuir Bridge within a well-designed larger residential development of an appropriate scale in the context of the wider landscape • It presents the opportunity to augment the existing woodland, shelterbelt and hedgerow structure to the south of Kilmacolm which in turn would form new green links and enhance the ecological value of the site. • It presents the opportunity to establish a new broad defensible green edge to Kilmacolm, where it has been breached by the Pacemuir development, which would be in keeping with the wider vegetation pattern whilst screening it in views from the surrounding rural farmsteads and war memorial.
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Green Belt boundary issues

Robustness of existing boundary	The site is separate from the existing settlement boundary.
Robustness of proposed boundary	Site is contained by the River Gryffe to the north, and Lochwinnoch Road to the east. New planting is proposed to create new southern and western boundaries.

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Main access from Lochwinnoch Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Suitable visibility should be provided from access.
Surrounding road network (Comment from Council's Roads Service)	Requires footway, street lighting and 30mph speed limit to be extended southward beyond the access point. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	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
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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 likely that development would be delivered on the site during the Plan period i.e. by 2024?	No. Even if allocated for development, it is not expected that this site would be developed in the Plan period

Key Agency Comments

(The following comments were in respect of the full site submitted at the Call for Sites stage)

Scottish Natural Heritage	<p>This is a large and prominent site, which defines the southern landscape setting and contributes to the characteristic gateway and approach to Kilmacolm from the south. The site is visually open and would represent a substantial southward expansion of Kilmacolm. Development would have significant and adverse impacts on local landscape character and on the landscape setting of the existing settlement.</p> <p>The north east of the site lies adjacent to a SINC.</p>
Scottish Environment Protection Agency	<p>Flooding: Part of the site at fluvial flood risk from the Gryffe Water. Areas of surface water flooding indicated within the site. Number of small watercourses flowing through the site, potential fluvial flood risk from this source. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourses.</p> <p>Water Environment: Site is located on the edge of the sewer catchment area and discussions should be had with Scottish Water to determine feasibility to connect. If connection is not possible the developer will need to determine appropriate foul drainage arrangements and discuss with our local Regulatory team. Close proximity to WB ID 10031 River Gryfe.</p> <p>Comments on further information submitted: Our previous response to this site remains valid. The additional information submitted does not provide more information on flood risk and therefore this is still required. We note that no reference is made to potential flooding issues and the need for a Flood Risk Assessment and we would flag this up as a concern. Our comments regarding the water environment are also still applicable.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and conclusion

The development framework submitted through the Main Issues Report shows only the northern part of the site, adjacent to the Gryffe Water, being developed.

There are potential issues with sewer connections that would need to be investigated, as would potential flooding issues. The site could be developed in part within the Plan period.

Part of the northern part of the site is recommended as an LNCS by the Council's LNCS assessment.

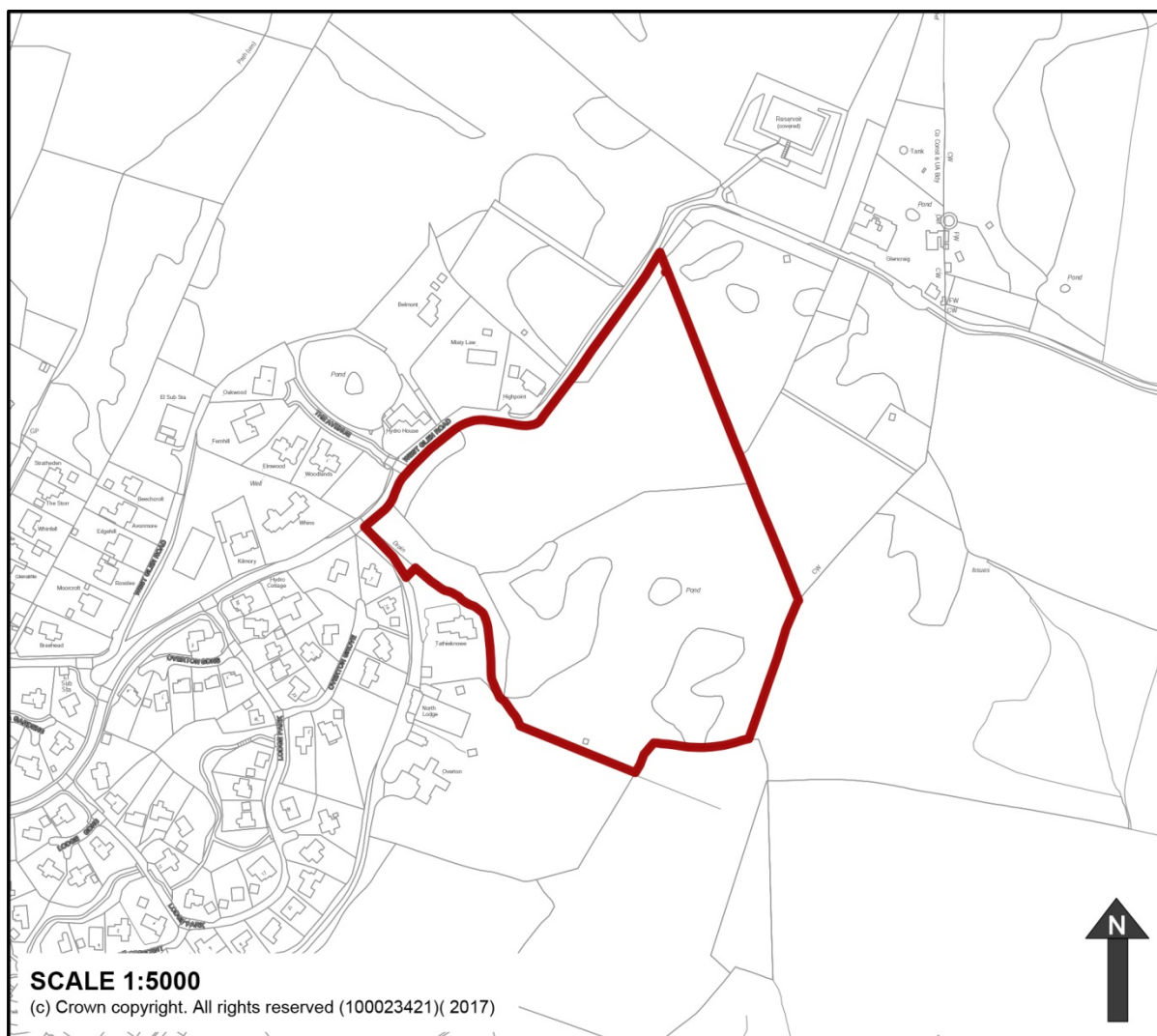
The submitted site would represent an illogical and unsustainable expansion of Kilmacolm, be poorly connected to the village in urban form terms, and distant from the services available within the village centre. It would also have an adverse impact on the character and setting of the village, by extending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

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

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

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	60 (MIR submission)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on GWDTE's within marshy areas. Medium to high surface water flood risk and potential flood risk from watercourse adjacent to site. The site promoter has confirmed that a public sewer connection is achievable.
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. The Council's LNCS assessment noted that the southern section of the site could perhaps become an extension of the existing Overton Grassland LNCS (although divided by an area of woodland).
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	Adverse impact as 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.

Kilmacolm/Quarriers Village LNCS Assessment Summary

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

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	None
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	<p>The site is equally suited to hosting housing development and is just as likely to be delivered by 2024 as either of the Option 1 sites and offers some strategic advantages. It is a similar distance from the centre of the village and is of sufficient size to be deliverable by a commercial housing developer.</p> <p>The site offers a viable but compact scale of development on the eastern fringe, balancing the focus of development across the</p>

	<p>settlement.</p> <p>The housing type and density surrounding the site mean that the site offers an alternative, highly attractive housing market opportunity for both commercial developers and future owners.</p> <p>The green belt boundary can be more robustly defended around this site than the Option 1 sites, as it has well established landscape and man-made boundaries and is the natural edge of Kilmacolm to the east along West Glen Road. There is a natural stone wall which forms the perimeter boundary which is reinforced with shelter belt planting along the eastern and southern edges. Furthermore, the clear change in topography and landscape as you round the bend heading into the settlement along West Glen Road creates further differentiation. Development is contained to the southeast by the Glen Moss SSSI, which should create an impervious and defensible barrier to development.</p> <p>The site can be connected to the public sewer and there is sufficient capacity available.</p>
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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 (Comment from Council's Roads Service)	Main access from West Glen Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Suitable visibility should be provided from access.
Surrounding road network (Comment from Council's Roads Service)	Requires lighting to be extended northward beyond the access point. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified Flood Risk Assessment required in accordance with policy.
Active travel options	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 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
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Key Agency Comments

Scottish Natural Heritage	<p>Currently agricultural land contributing to the landscape setting of Kilmacolm, this site is relatively well-contained in landscape terms.</p> <p>The SSSI to the south east is notified for its Basin Fen wetland feature, and also Dragonfly Assemblage which is dependent on this feature. More information would be needed regarding the hydrology and drainage proposal prior to allocation in the LDP.</p> <p>Modification to the scale and form of the potential allocation is likely to be desirable in landscape terms; the northern most part of the site is likely to have most scope for development. Further more detailed consideration would need to be given to landscape capacity and necessary siting, design and mitigation requirements.</p>
Scottish Environment Protection Agency	<p>Flooding: Small watercourse flowing on boundary of the site, potential fluvial flood risk from this source. Areas of surface water flooding indicated within the site. Small pond located within the site - potential residual flood risk from this source in the event of overtopping or failure.</p> <p>Water Environment: Site is located on the edge of the sewer catchment area and discussions should be had with Scottish Water to determine feasibility to connect. If connection is not possible the developer will need to determine appropriate foul drainage arrangements and discuss with our local Regulatory team.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

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, although drainage issues would need to be assessed in relation to the GWDTE. It is in a marketable area and is of a size that could be developed within the Plan period.

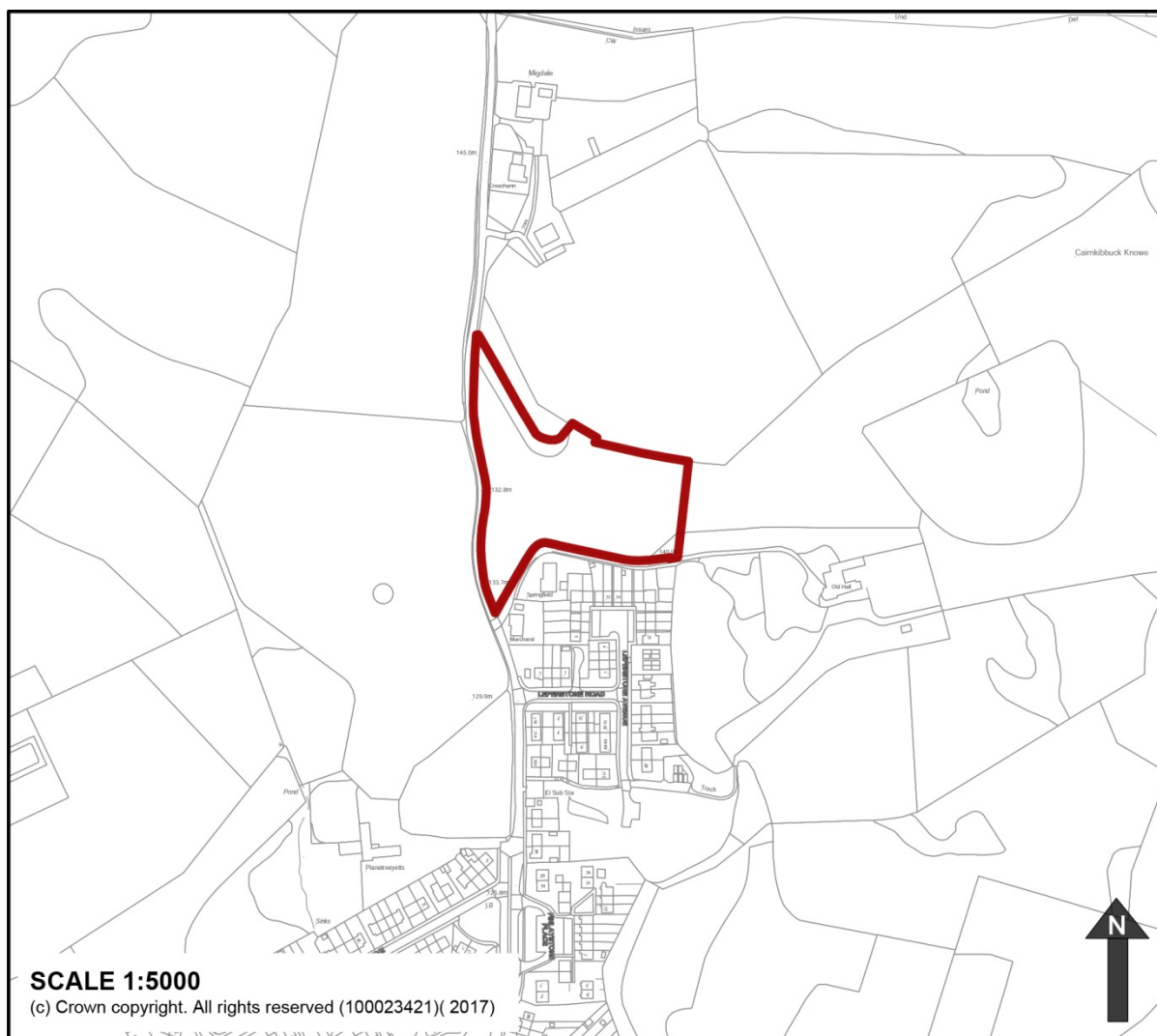
Development would impact on the northern approach to the settlement at this location, extend the built-up area northwards, and could lead to additional development pressure in the area if a robust green belt boundary was not created. As such, this site is not considered

to offer a preferred option for housing development in Kilmacolm.

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

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	5 (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. The Council's LNCS assessment noted that there is one species record (field scabious) that is of high local significance. There is

	also foraging for bats and potential roosts in the adjacent mature trees.
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	Adverse impact through as 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.

Kilmacolm/Quarriers Village LNCS Assessment Summary

Migdale is a very small site on sloping ground, which is hard to score highly in isolation. It does have some indicators of relatively unimproved lowland meadow, which is now a very rare sight locally (or nationally), and there is one species record (field scabious) that is of high local significance. There is foraging for bats and potential roosts in the adjacent mature trees. It would be preferable to reassess this site in early summer but any future interest will be dependent on continuous sympathetic agricultural management.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	None
Further information submitted through Main Issues Report consultation	<p>On the northern and western side, the site is well contained by a rising landform and to the south by an existing housing estate forming the northern end of Kilmacolm.</p> <p>The owner of the site is in the process of getting developers involved and has been in contact with the Living Village Trust and their consultancy arm The Village Makers. The aim would be to develop the site as high quality self/custom build development aimed at local residents. Self/custom build is an important emerging segment of the housing market that the Scottish Government is actively promoting and sees it as important for the future, it would be remiss of the Council in this Review not to proactively address this model of housing provision and should instead positively support it.</p> <p>The Council should consider the possibility of the identified shortfall being met by a number of smaller sites and/or in conjunction with smaller parts of larger sites to meet the identified need. This will</p>

	increase deliverability as a single large site will be in the hands of single house builder who may delay or restrict development. A number of sites will aid delivery, assist local small builders and have a greater variety of bespoke design types.
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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 (Comment from Council's Roads Service)	Main access from Finlaystone Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Suitable visibility should be provided from access.
Surrounding road network	Requires footway, street lighting and 30mph speed limit to be extended northward beyond the access point. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site.
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.

Key Agency Comments

Scottish Natural Heritage	This site is on rising ground. It is an open and prominent site which helps define the current landscape setting and approach to Kilmacolm. Development of this site would have adverse impacts on local landscape character and would compromise the landscape setting of the existing village.
Scottish	Flooding: No flood risk apparent.

Environment Protection Agency	Water Environment: Site falls within Erskine sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

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.

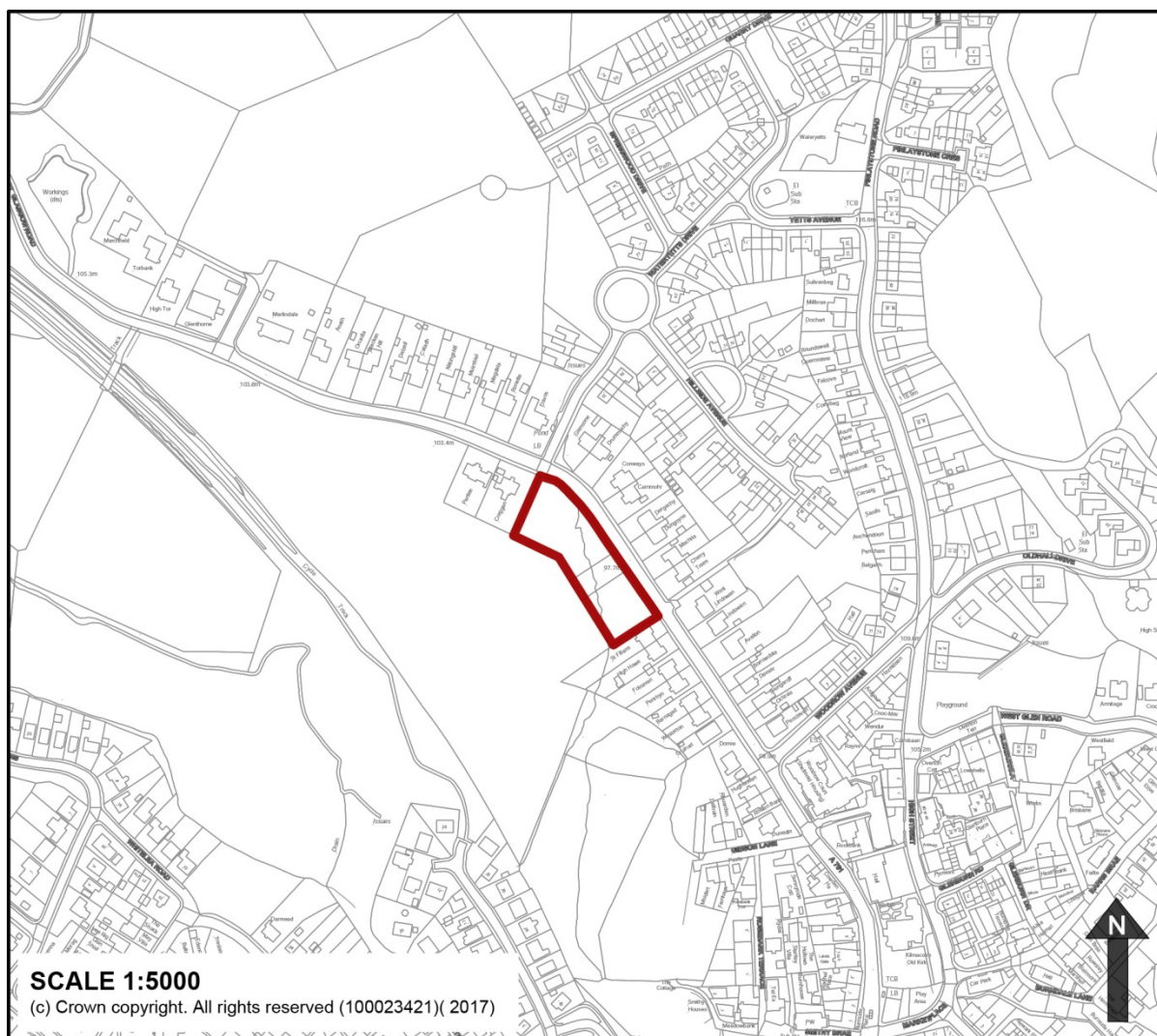
The submitted site would not, on its own, meet the housing land requirement identified for the Kilmacolm/Quarriers area, although it could provide more than the 5 units suggested in the submission. Development would have an adverse impact on the character and setting of the village. It would further 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.

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.

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

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	8 (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	Adverse impact as 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

Planning History

Planning Application History	09/0360/IC construction of a dwellinghouse in principle. Appeal against refusal dismissed 29/6/2010
Previous Plan - Reporters Comments	<p><i>Extract below is from 2014 Local Development Plan Examination Report.</i></p> <p>This site constitutes open agricultural land to the west side of Port Glasgow Road, one of the main arterial roads into Kilmacolm. To the south of the site, residential development extends along Port Glasgow Road into the centre of the village. To the north are two further dwellings, beyond which Port Glasgow Road is free of development on its southwestern side. On the eastern side of Port Glasgow Road are residential properties which overlook the site and the open countryside beyond. To the west of the site is further open agricultural land sloping down into a shallow valley. This land constitutes one of the green wedges that are characteristic of Kilmacolm. The 'Plots' site currently forms an integral part of this green wedge. A small burn runs through the site approximately north to south.</p> <p>It is generally not appropriate to modify parts of the plan that have been rolled forward from the previous plan or to make changes that have been rejected at a previous inquiry, unless circumstances have clearly changed. In considering the merits of this site, I have been conscious that its development potential has been formally considered several times before, including at the local plan inquiry into the Inverclyde Local Plan First Review in May 2004. The reporter at that time concluded that even high quality development would not justify the loss of rural aspect that is a feature of the site. I am not aware of any significant changes in circumstance that have occurred relative to this site since that time beyond the updated housing land supply context to which I refer below.</p> <p>Regardless of the reported views of some planning officers in the</p>

	<p>past, my task is to consider the content of the proposed plan as it has been presented and to reach a judgement as to whether this requires to be changed based on the evidence before me.</p> <p>The openness of the site allows attractive views to be had from Port Glasgow Road across Kilmacolm's northern green wedge and to open countryside to the north-west. Due to the distance (around 120 metres) between the houses to the south and to the north, the site does not appear as a gap in an otherwise built-up frontage, but as an integral part of the agricultural/ landscape block between Port Glasgow Road and the former railway line in the valley to the west. In this context the houses to the north appear as a somewhat isolated group. Particular value can be ascribed to the ongoing openness of the site due to its being located on one of the main roads into Kilmacolm. It is therefore regularly visible to a large number of people travelling on this road and plays an important role in contributing to the rural character of the village.</p> <p>5. I accept that development of this site could contribute towards meeting housing needs within Kilmacolm and across Inverclyde and the wider housing market area. However, given the suggested capacity of only around eight houses, any such contribution would be small and not sufficient to justify the loss of this valuable open land. In any event, should a demonstrable need for further housing land release in Kilmacolm emerge, I consider that there are other sites more suitable for accommodating that need than 'the Plots'. I also note that the presence of the burn running through the site could constrain development to some degree.</p> <p>6. I note the material submitted regarding the potential for high quality development, through development on either a co-ordinated or plot-by-plot basis. However while I have no reason to doubt that a high standard of design could be achieved, this would not be sufficient to overcome the in-principle objection to the loss of openness of this land.</p> <p>7. For the reasons set out above, I conclude that this land should not be developed and consequently that no modification to the plan is required.</p>
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	<p>Discussions have been held with three prominent housebuilders in the industry all of whom have positively stated that, if allocated, the site would most certainly be of high interest and would certainly be developed by 2024.</p> <p>It is not obvious why 'the release of the land would increase pressure for additional development of the wedge', to the contrary, it could help strengthen the built line and cut off any potential development to the rear.</p> <p>The owners have stated it clearly that they are acting as one voice and that all have agreed to a sale subject to the site being allocated.</p> <p>In conclusion, the owners are committed to a sale well within the Plan</p>

	period and indeed well before 2024. There is clear interest from established house builders and as a site it offers a good opportunity within the context of the LDP to offer a site that provides a variable size, has good road access, has excellent transport links and yet is close to the established commercial centre of the village.
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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 (Comment from Council's Roads Service)	Individual accesses from Port Glasgow Road via footway crossovers. Suitable visibility should be provided from accesses. This may be an issue for north section of site.
Surrounding road network (Comment from Council's Roads Service)	Parking should be provided in accordance with approved parking standard. Self-certified flood risk assessment required in accordance with policy.
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?	The land is in mixed ownership, although the submission has been made on behalf of all owners.

Key Agency Comments

Scottish Natural Heritage	Further more detailed consideration could usefully be given to the landscape capacity in the area of this site.
Scottish Environment Protection Agency	Flooding: Small watercourse flowing through the site, potential fluvial flood risk from this source. Water Environment: Site falls within Erskine sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.

NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

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, although the owners point out that a joint agreement has been reached to have the site developed as a whole.

Development of the site would have an impact on one of the key characteristics of Kilmacolm, the green wedges which extend into the centre of the village although, 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.

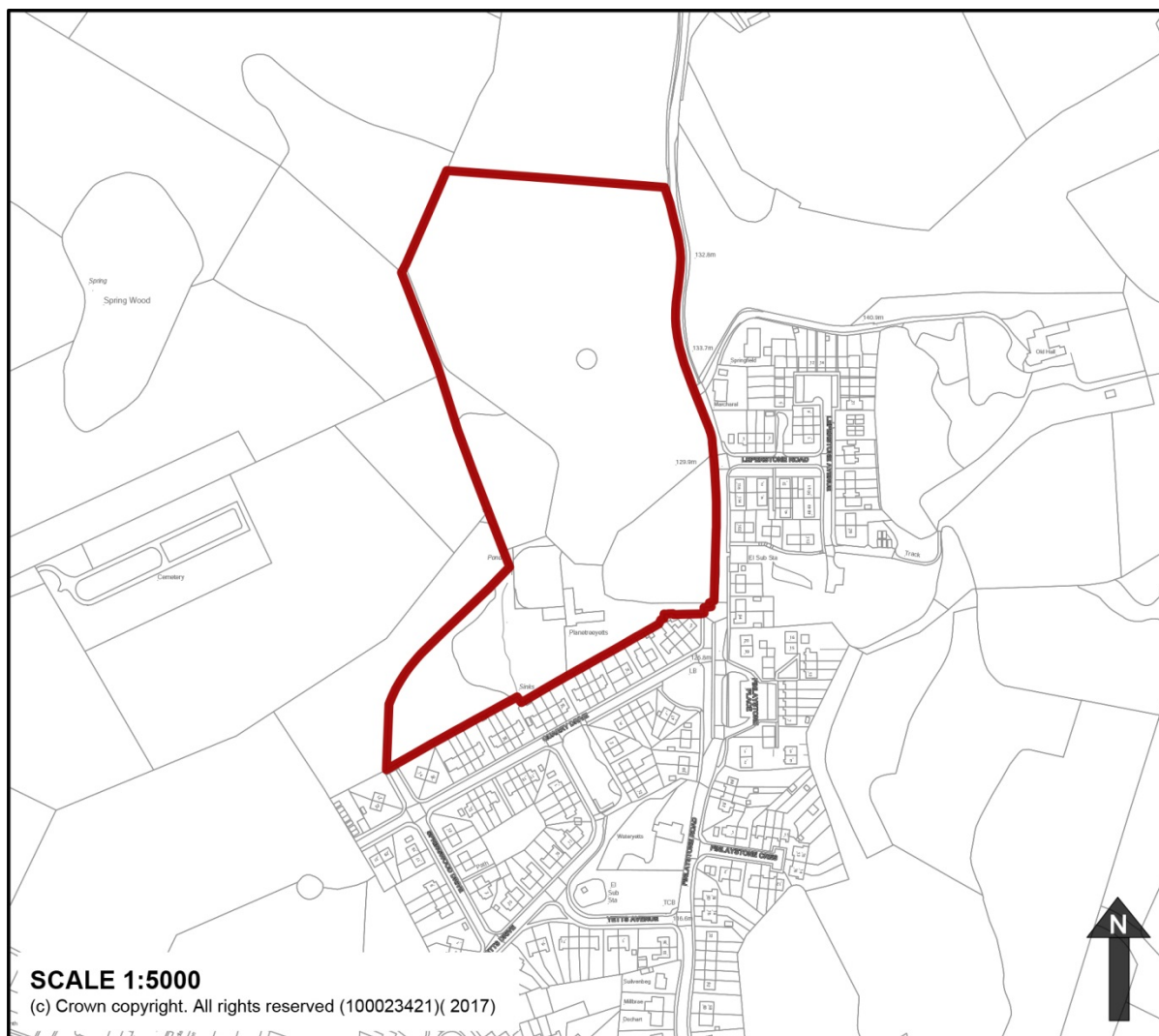
A small burn runs through the site and would need to be culverted to allow development.

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

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

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



Proposal

Owner/Developer	Taylor Wimpey
Proposed Use	Residential
Number of houses/floorspace	112 (MIR response)

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 marshy 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. The Council's LNCS assessment recommends that western parts of the site, i.e. wetlands, be identified as an LNCS. 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	Adverse impacts as 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 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.

Kilmacolm/Quarriers Village LNCS Assessment Summary

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

This mire adjacent to the site ('Spring Mire') is of very high quality, and part of a suite of such mires that are a feature of this part of the old county of Renfrewshire (e.g. Glen Moss, Shovelboard, Lawfield Dam and Dargarvel Glen – most of which are designated as SSSIs). It is a basin mire and when combined with the marshes included in parts of both of the two

contiguous survey sites constitutes a site worthy of designation as an LNCS. The marshy strip extends slightly into a 'broad strip field' that is excluded from both surveys. At the western end of this strip field is a flushed slope of high diversity, but it is isolated by improved and poached pasture in the middle section of the field. It is recommended that the wetland areas have LNCS designation.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	None
Further information submitted through Main Issues Report consultation	Illustrative masterplan shows Finlaystone Road widened and upgraded for the length of the site with a new foot/cycleway. It shows around 112 detached and semi-detached 2 storey properties with the trees on the knoll removed and replanted. Development would be over 2 phases of 50-60 units. Greenspace will be provided in the south-west of the site and will include Suds and the path and cycle network as well as potentially amenity and play space. This will minimise the impact of development on the existing properties on Quarry Drive and retain a 'green finger'. Green networks could be established through planting hedges along the front of the plots which would link areas of trees and green space.

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 (Comment from Council's Roads Service)	Access to the site from Finlaystone Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian/ cycle links to Finlaystone Road. Link to Quarry Drive would be desirable. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Requires footway, street lighting and 30mph speed limit to be extended northward beyond the access point. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Self-certified flood risk assessment required in accordance with policy.
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
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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

Key Agency Comments

Scottish Natural Heritage	<p>This is a reasonably prominent, open site, which helps define the landscape setting of and characteristic approach to Kilmacolm from the north. Key views to the south are afforded over the site from Finlaystone Road.</p> <p>Development of the whole of this site would represent a significant northward expansion, which would serve to bring development out of the relatively well-contained setting which the village currently occupies, leading to adverse impacts on the local landscape character, setting of, and approach to the existing village.</p> <p>There might be some landscape capacity in the southern part of the site, which is lower lying and more clearly relates to the existing settlement. Further more detailed study would be required to identify capacity and necessary siting, design, and mitigation measures.</p>
Scottish Environment Protection Agency	<p>Flooding: Small watercourse flowing through the site, potential fluvial flood risk from this source. We are also aware of a culverted watercourse through the southern part of the site (route unknown). Areas of surface water flooding indicated within the site. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourse.</p> <p>Water Environment: Site falls within Erskine sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.</p> <p>Comments on further information submitted: Our previous response to this site remains valid. The additional information submitted does not provide more information on flood risk and therefore this is still required. Our comments regarding the water environment are also still applicable.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport	None

Scotland	
Forestry Commission Scotland	None

Summary and Conclusion

The Council's LNCS assessment recommends that the western part of the site is identified as an LNCS.

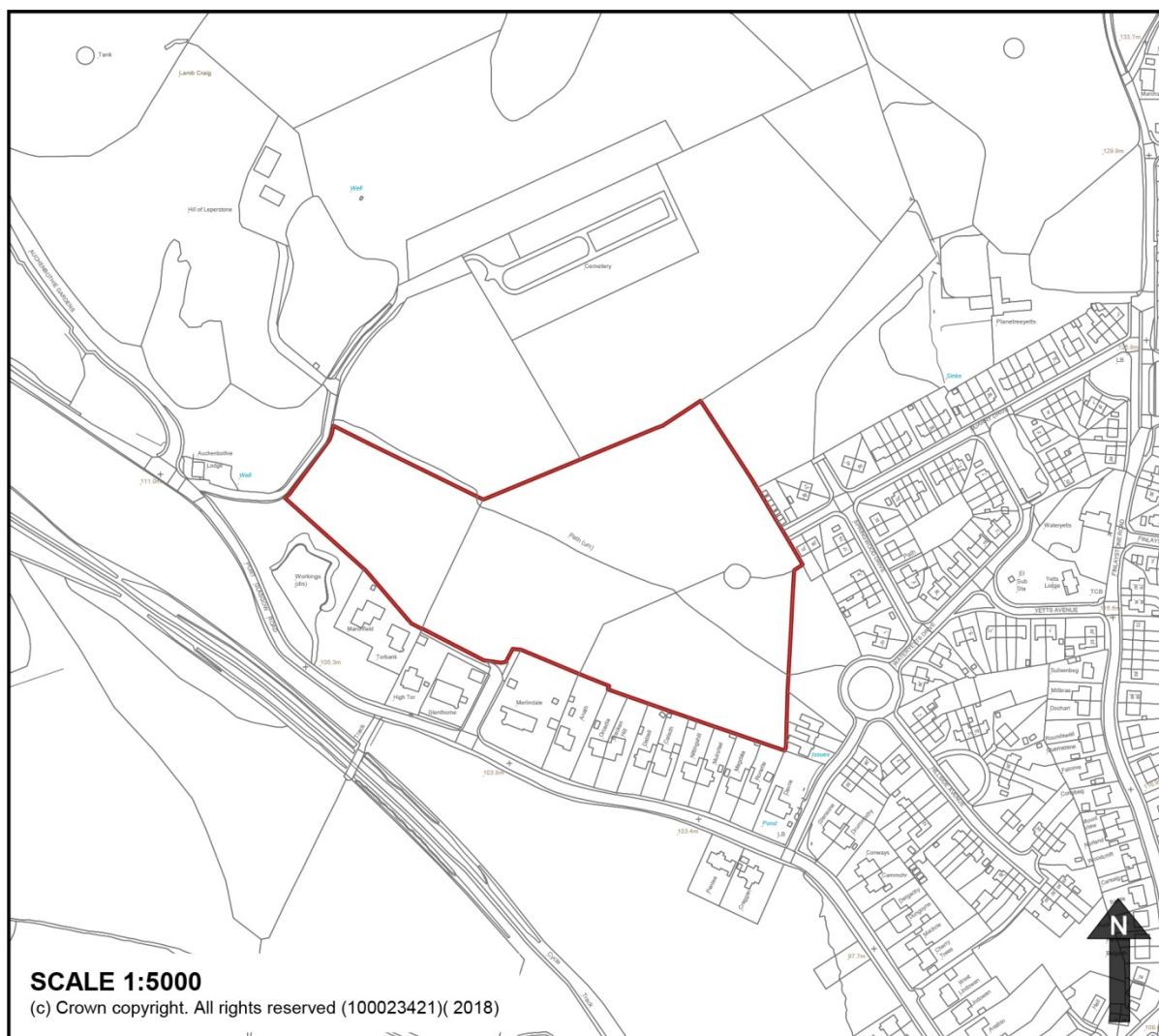
It is in a marketable area and of a size that could be developed within the Plan period.

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.

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

Site Details

Site name	West of Quarry Drive
Settlement	Kilmacolm
Call for Sites reference	015
Site size (ha)	4.7
Current use	Agriculture
Existing LDP allocation	Green Belt



Proposal

Owner/Developer	Mactaggart and Mickel
Proposed Use	Residential
Number of houses/floorspace	75 (MIR response)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	<p>Potential adverse impact on watercourse along north western boundary, and areas of marshy grassland within the northern and south western boundaries.</p> <p>Medium to high risk of surface water flooding on part of the site and potential fluvial flood risk from watercourse along north western boundary.</p>

Biodiversity, Flora and Fauna	General loss of habitat through development of a greenfield site. The Council's LNCS assessment identified that the site has potential LNCS value, but only if the management of the fields were to change. It also noted that several relic lowland meadow species have persisted, including the nationally rare and endangered greater butterfly orchid and whorled caraway, a species with a very local distribution in Scotland Evidence of badger activity.
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	The revised site is relatively low lying and contained in landscape terms.
Material Assets	Adverse impact as development would reduce the amount of greenfield land.
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	New development will be required to contribute to green infrastructure provision, e.g. through appropriate Suds, landscaping and formal open space. Opportunity 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.

Kilmacolm/Quarriers Village LNCS Assessment Summary

(The following assessment applies to the larger site submitted at the Call for Sites stage)

The West Quarry site scored low however it does have some localised features of conservation value but they occupy a small area relative to the large amounts of arable ground and semi-improved pasture within the site. The large arable area in the north is of very little value for conservation but there is considerable potential in the semi-improved pasture in the south east for the restoration of lowland meadow. Lowland meadows is a UK BAP priority habitat. Several relic lowland meadow species have persisted, including the nationally rare and endangered greater butterfly orchid and whorled caraway, a species with a very local distribution in Scotland. Restoration of flower-rich meadow within an existing mosaic of relic unimproved grassland patches, scrub and marshy grassland would be of great significance for local people who already value the site and use it often.

It is proposed that a small wetland area of West Quarry is included in the proposed LNCS. The potential for enhancement has not been considered on any other site, however it is of the opinion that this potential is of significance and worth noting in this assessment.

Planning History

Planning Application History	IC/04/071 Proposed new residential development. Refused 7/9/04
Previous Plan - Reporters Comments	<i>Extract below is from 2014 Local Development Plan Examination Report and is in respect of a smaller site than considered here as it excludes the field next to the cemetery road.</i>

	<p>1. This 3.9 hectare site in the north of Kilmacolm constitutes relatively level grazing land. It is bounded on the south-east and south-west sides by the existing urban area and to the north by agricultural land that rises towards a cemetery and a line of trees. Two tree covered knolls form existing attractive features within the site. Northern parts of it are visible in longer distance views but always within the context of the existing urban area. Generally the site is well-contained.</p> <p>2. No particular development constraints have been brought to my attention, and the site appears capable of being safely and conveniently accessed. I therefore consider that the site would be likely to be an effective housing site, should its allocation be found to be appropriate.</p> <p>3. As a general principle it is not appropriate to modify, through the examination process, those parts of development plans that are proposed to be rolled forward unchanged from the existing adopted plan unless circumstances have clearly changed. This is particularly the case for matters considered in previous examinations or inquiries. In this case I note that the suitability of this land for development was a subject of the inquiry into objections to the Inverclyde Local Plan First Review in 2004. The reporter at that time concluded that the site should only be released if a requirement for affordable housing or enabling development was established and another site proved unsuitable.</p> <p>4. Regarding whether any significant change in circumstances has occurred, wider housing land supply issues are discussed under Issue 5. The need for affordable housing is discussed under Issue 6. The conclusions at those issues indicate that no additional land is required for mainstream or affordable housing, beyond what is already allocated in this local development plan. The strategic context is now supplied by the Glasgow and the Clyde Valley Strategic Development Plan, but no provisions of this have been brought to my attention beyond those relating to housing supply. These are again covered under Issues 5 and 6. No other potential changes in circumstances since 2004 have been brought to my attention.</p> <p>5. Regarding landscape considerations, as indicated above, the site is relatively well contained by existing development. While development on parts of it would be visible in long distance views, this would not be particularly intrusive given the topography and urban fringe context. The site does not form part of one of the main green wedges into Kilmacolm, and it is not visible from the village centre or prominent from any of the main roads into the village. The openness of the site does however allow attractive open views of the surrounding countryside to be had from Wateryetts Drive, and the site currently provides a pleasant aspect for houses around its immediate periphery. But overall I do not consider that a significant adverse landscape impact would arise from the site's development. Development could provide an opportunity to create a stronger green belt boundary in this location.</p> <p>6. Though the site has no formal recreational designation and access</p>
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	<p>to it does not appear to be positively encouraged, a clear footpath does cross the site indicating some use is made of it by local people.</p> <p>7. Due to its limited landscape impacts and apparent freedom from development constraints, the site clearly has potential as an option for housing development at such a time as an outstanding need or demand for such development emerges. However that time is not now, and on this basis I conclude that the site should not be allocated for the time being.</p> <p>8. As well as seeking the allocation of this land for housing, Mactaggart and Mickel Homes Ltd also seek the removal of a larger area of land from the green belt. The existing green belt boundary in this area is relatively weak, being formed by the rear boundaries of residential properties, and a post-and-wire fence separating the green belt from designated open space to the south-east. The mature tree belts north of Cemetery Road and the cemetery itself, and around Planetreeyetts Farm, are proposed as an alternative green belt boundary. These tree belts are undoubtedly more akin to 'strong visual or physical landscape features' as envisaged in paragraph 162 of Scottish Planning Policy as being the preference for green belt boundaries.</p> <p>9. Such a realignment would remove a very large area of land from the green belt. However paragraph 159 of Scottish Planning Policy states that green belt designation should provide clarity and certainty on where development will and will not take place. A stated purpose of green belts is to 'direct planned growth to the most appropriate locations'. While 'white land' may be left between the built-up area and the green belt 'where appropriate' to allow room for expansion, in this case I am not satisfied that all of this larger area of land is ever likely to be required or suitable for development. On this basis I conclude that although the suggested alternative boundary is physically stronger, it would create too large an area of 'white land' between the green belt and the settlement boundary. The green belt boundary should therefore remain unchanged.</p>
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	<p>The site boundary has been reduced to align with that shown in the Main Issues Report. A 5m wide structure belt to the northern boundary of the site to create a new defensible greenbelt boundary. A primary design measure has been to retain the 2 tree covered knolls on the site and promote the land immediately surrounding these as open space.</p> <p>Other design principles include: steps to limit the visual impact; retain and enhance existing boundary hedgerows; siting the SUDS at the lowest point of the site near the floodplain; proposed vehicular access from Quarry Drive; use of suitable materials; increase accessibility between the site, the village centre and the core path and national cycle networks; and limiting the impact of lighting.</p> <p>The Quarry Drive site is effective and can deliver a high quality, sustainable and well-designed residential development within the Plan period. Kilmacolm is a marketable location and has had very little recent housebuilding, and in order to ensure that the needs and</p>

	demand are met in all parts of Inverclyde it is essential that the Proposed LDP maintains support for greenfield release at Quarry Drive, Kilmacolm.
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Green Belt boundary issues

Robustness of existing boundary	Formed by the rear gardens of a single row of existing properties along Port Glasgow Road.
Robustness of proposed boundary	Structure planting is proposed along the northern and western boundaries to create a defensible green belt boundary. Eastern boundary is onto Plantreeyetts site and currently formed by field boundary.

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Preferred access to the site from Wateryetts Drive roundabout. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian/ cycle links to Port Glasgow Road. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Self-certified flood risk assessment required in accordance with policy.
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 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

Key Agency Comments

(The following comments were in respect of a larger site submitted at the Call for Sites stage)

Scottish Natural Heritage	This site helps define the landscape setting Kilmacolm. The site is on rising ground; the northern part is open, elevated, and prominent. Development of the whole of this site would serve to bring development out of the relatively well-contained setting which the village currently occupies, leading to likely adverse impacts on the local landscape character and setting of the existing village.
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	There might be some landscape capacity in the southern and western part of the site, which is lower lying and more contained in landscape terms. Further more detailed study would be required to identify capacity and necessary siting, design, and mitigation measures.
Scottish Environment Protection Agency	<p>Flooding: Small watercourse flowing on boundary of the site (potentially partially culverted), potential fluvial flood risk from this source. Areas of surface water flooding indicated within the site. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourse.</p> <p>Water Environment: Sites falls within Erskine sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.</p> <p>Comments on further information submitted: Our previous response to this site remains valid. The additional information submitted refers to the need to consider flooding and the information is still required. Our comments regarding the water environment are also still applicable.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

There are no environmental designations affecting the site, although the Council's LNCS assessment highlights the potential future value of the site, if the management of the fields were to change.

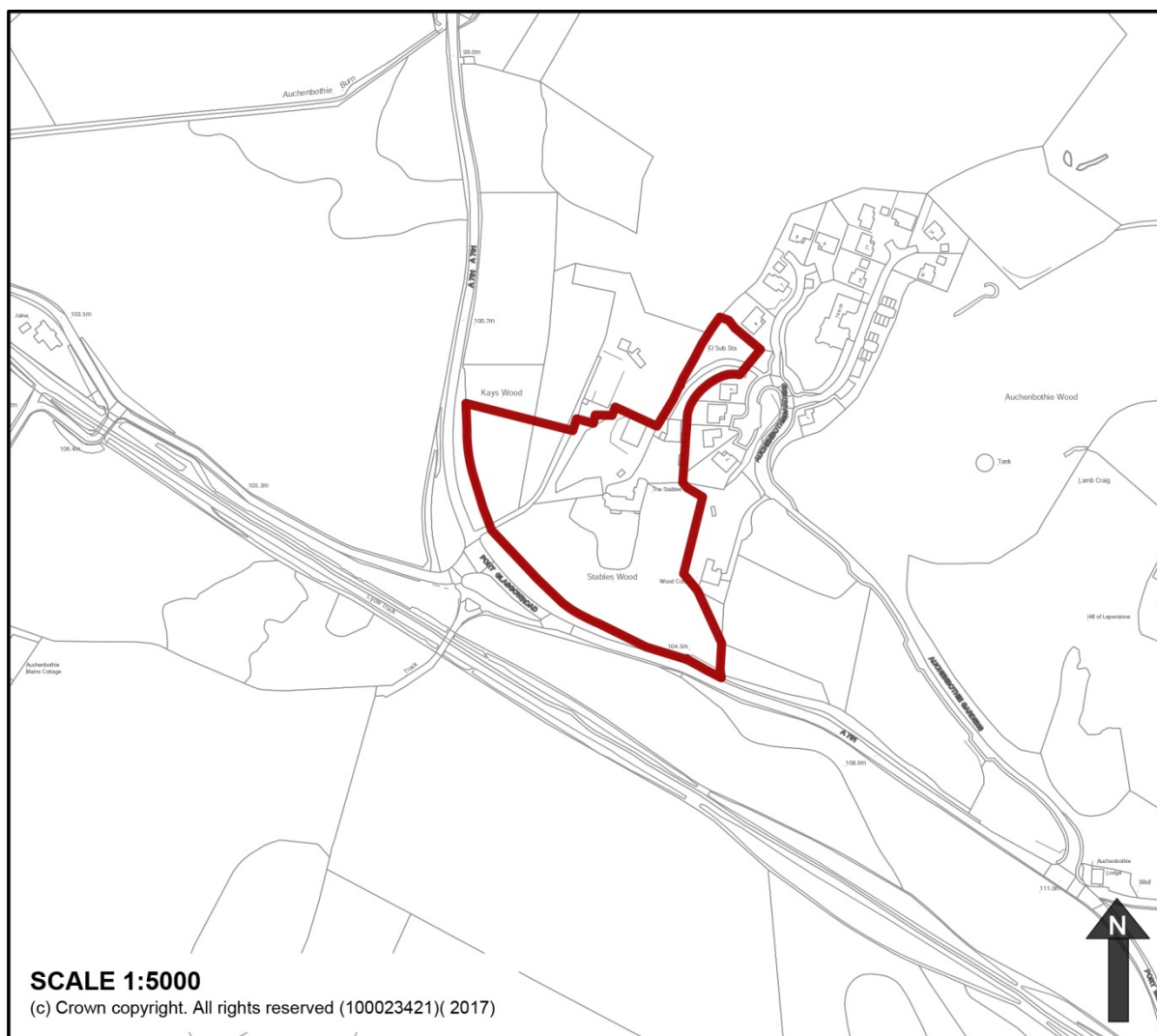
There are not known to be any significant technical constraints on the development of the site. It is in a marketable area and is of a size that could be developed within the Plan period.

The area for development has been reduced in the submission to the Main Issues Report so that the site is more contained and has less impact on the landscape.

Following a decision of the Environment and Regeneration Committee of 28 march 2018, the site is not included as a housing development opportunity in the Proposed Local Development Plan.

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	10 (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. The Council's LNCS assessment recommends the site as an extension area to an existing

	LNCS. It also found good bat foraging habitat and potential roost trees.
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	Adverse impact as 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 703m from the network. Site is within an accessible walking distance of local services – 1494m.

Kilmacolm/Quarriers Village LNCS Assessment Summary

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

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

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 (Comment from Council's	No access to be taken from Port Glasgow Road. Preferred access from Auchenbothie Gardens.
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Roads Service)	To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian link to Auchenbothie Gardens. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Self-certified flood risk assessment required in accordance with policy.
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.

Key Agency Comments

Scottish Natural Heritage	Agree with Council's Call for Sites Assessment conclusions.
Scottish Environment Protection Agency	Flooding: No flood risk apparent. Water Environment: Site located on the edge of the sewer catchment area and discussions should be had with Scottish Water to determine feasibility to connect. If connection is not possible the developer will need to determine appropriate foul drainage arrangements and discuss with our local Regulatory team.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

The Council's LNCS assessment recommends Stables Wood as an extension area to an existing LNCS. There are not known to be any significant technical constraints on the development of the site, although connection to the public sewer should be investigated. It is in a marketable area and of a size that could be developed within the Plan period.

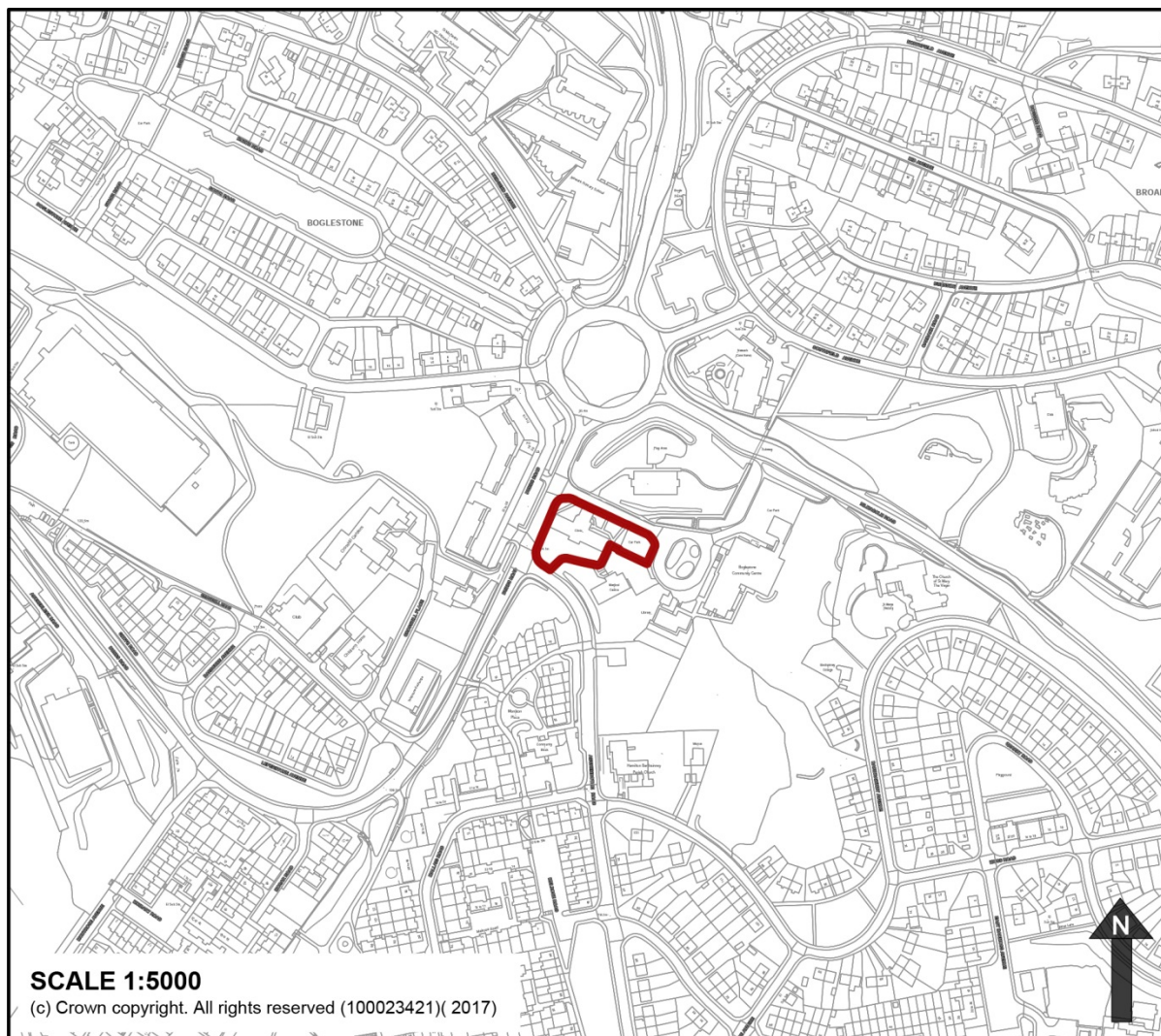
Development would result in the loss of woodland. However, if developed sensitively the woodland could be used to mitigate the impact of the development on the local landscape.

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.

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

Site Details

Site name	Dubbs Road
Settlement	Port Glasgow
Call for Sites reference	019
Site size (ha)	0.24
Current use	Health clinic
Existing LDP allocation	Local centre



Proposal

Owner/Developer	Sanctuary Housing
Proposed Use	Residential
Number of houses/floorspace	24 (Planning application)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Area of surface water flood risk adjacent to site, but this is unlikely to have any significant impacts on development
Biodiversity, Flora and Fauna	Unlikely to have any significant impact as proposal is for redevelopment of existing building 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	Positive impact through redevelopment of a brownfield site.
Landscape	Unlikely to have any significant impact as proposal is for redevelopment of an existing building within a built up area.
Material Assets	Positive impact through redevelopment of a brownfield site
Cultural Heritage	No known impact on cultural heritage assets
Population and Human Health	New development will be required to contribute to green infrastructure, e.g. through appropriate Suds, landscaping and open space. 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

Planning History

Planning Application History	17/0305/IC Proposed new build development, containing 24 No. 2 bedroom flats for independent elderly living with associated car parking and landscaping works received 4 October 2017, decision pending.
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Access to the site from Dubbs Place. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide.
Surrounding road network (Comment from Council's Roads Service)	Parking should be provided in accordance with approved parking standard to prevent overspill of parking on Dubbs Place where parking is in high demand. Self-certified flood risk assessment required in accordance with policy.
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?	Sanctuary Scotland Housing Association.
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

Key Agency Comments

Scottish Natural Heritage	No comment
Scottish Environment Protection Agency	Flooding: Areas of surface water flooding indicated adjacent to the site. Water Environment: Sites falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

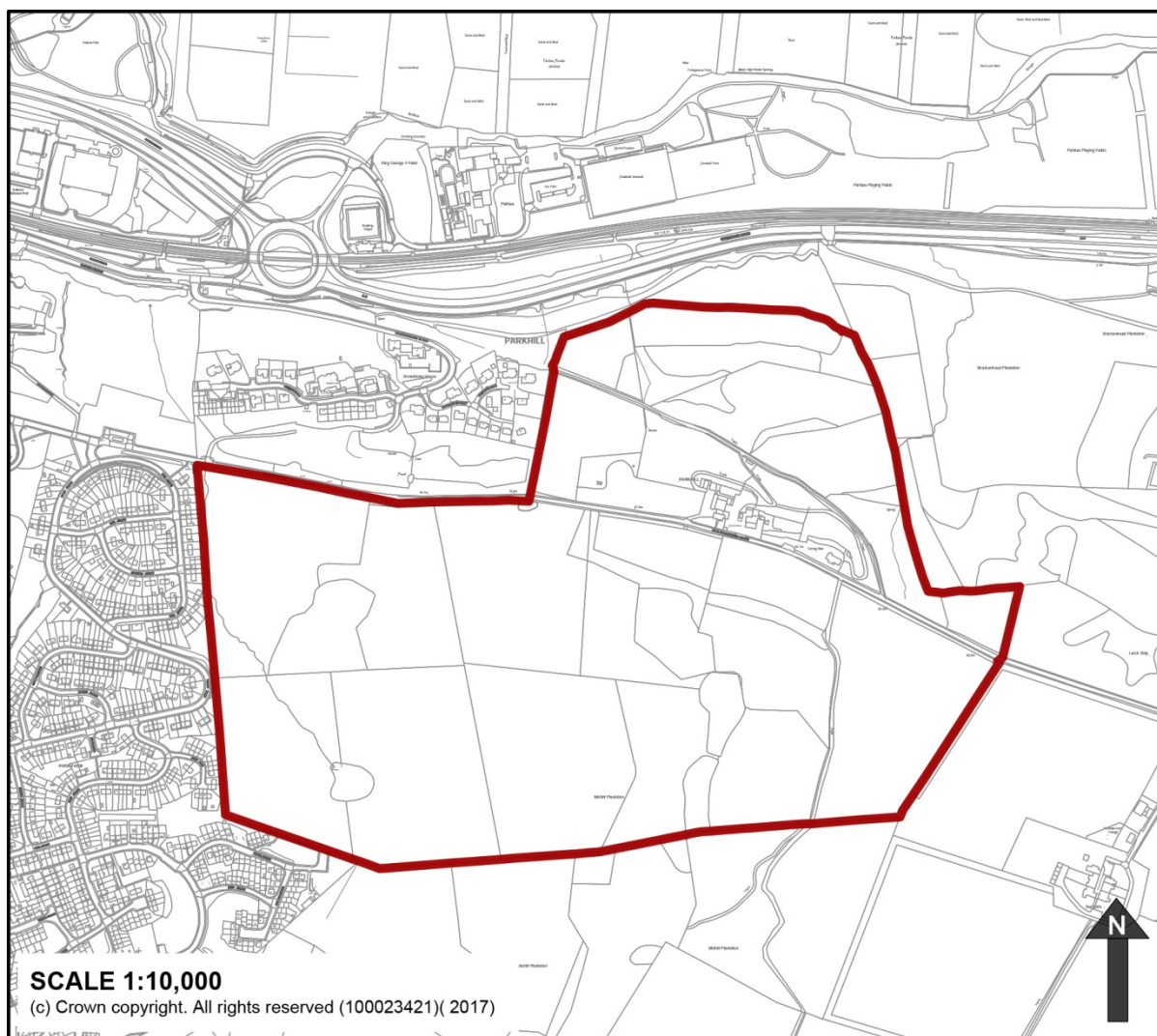
Summary and Conclusion

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.

The site is included as a housing development opportunity in the Proposed Local Development Plan.

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



Proposal

Owner/Developer	Mixed private
Proposed Use	Mixed
Number of houses/floorspace	Approx. 450 (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	Adverse impact as 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.

Planning History

Planning Application History	09/0230/IC Erection of residential housing development. Granted 13/11/2012, now lapsed.
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

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 (Comment from Council's Roads Service)	Access to the site from Old Greenock Road. A minimum of 2 accesses are required. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide.
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	Provide pedestrian/ cycle links to Old Greenock Road. Suitable visibility should be provided at all accesses. Widen Old Greenock Road to accommodate increased volume of traffic generated by site.
Surrounding road network (Comment from Council's Roads Service)	Requires footway, street lighting and 30mph speed limit to be extended from Parkhill Road eastward beyond the access point. Speak with SPT and bus operators regarding the rerouting of existing bus services to penetrate the site. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Self-certified flood risk assessment required in accordance with policy.
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.
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.

Key Agency Comments

Scottish Natural Heritage	<p>We note that a small part of this site is allocated in the current LDP – we have provided comments below on that existing allocation.</p> <p>The much larger 020 site is elevated, and on steeply rising ground. The site is largely identified as a SINC. It defines the eastern landscape setting to Port Glasgow. If allocated it would represent a significant eastward expansion, on a very challenging site in landscape terms. Development would have significant adverse impacts on local landscape character and setting.</p> <p>A carefully considered approach to siting and design will be necessary if adverse landscape and visual impacts are to be avoided for the existing R2 allocation. The site appears well used for passive recreation and is currently identified as part of a larger SINC. Siting, design, access and mitigation requirements should be further considered and appropriate measures and principles set out in a development framework to guide more detailed design and masterplanning. Modification to site boundary</p>
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	could help aid overall integration in landscape terms and improve access to the site.
Scottish Environment Protection Agency	<p>Flooding: Number of small watercourses flowing through the site, potential fluvial flood risk from this source. Areas of surface water flooding indicated within the site. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourse.</p> <p>Water Environment: Site is located on the edge of the sewer catchment area and discussions should be had with Scottish Water to determine feasibility to connect. If connection is not possible the developer will need to determine appropriate foul drainage arrangements and discuss with our local Regulatory team.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	<p>Part of the site falls in the south-west part of Finlaystone House GDL 00180, included in the Inventory of Gardens and Designed Landscapes in recognition of its national importance. General Roy's plan of 1750 and OS map editions of 1866 and 1910 show that the policies were extended to the east between 1750 and 1860. The integrity of that designed landscape remains evident today. Finlaystone House stands on a whinstone cliff above the Firth of Clyde. The surrounding landscape to the south is farmed and to the west lies the housing and industrial developments of Port Glasgow. To the north, across the Firth lies Dumbarton Rock and the town of Dumbarton with beyond, views of the Kilpatrick Hills. Views can be gained along and across the Clyde, particularly from the terraced garden. From the A814 on the north shore of the Firth, views can be gained across to Finlaystone, about 3km distant, and the woods and house are of some significance from the A8(T).</p> <p>The site occupies a substantial area, on ground rising to the south, and is potentially allocated for mixed residential development, the number of units not specified. The west and part of the north sections of the site abut, and may appear in views from the north side of the Firth as an extension of, the built-up area of Port Glasgow. In contrast, that part of the site proposed to extend considerably into the south-west portion of Finlaystone GDL would occupy established parkland and be surrounded on three sides by policy woodland and parkland and may appear as an inappropriate intrusion within the designed landscape. In our view, this would have a significant direct impact on the designed landscape, which would both compromise its integrity and alter the understanding and appreciation of its significance.</p> <p>Although the site as a whole may have an impact on the designed landscape, we believe that, were the south boundary of the GDL to be adopted as the northern extent of proposed development, thus excluding that part extending into the designed landscape, the integrity of the Finlaystone GDL would be maintained. In taking into account that the south-west part of the site as an existing housing allocation, we believe</p>

	the remaining part of the Call for Sites site, excluding that part that currently falls within the GDL, may have potential for mixed residential development depending on the details of the scheme and taking into account the close proximity to the Inventory designed landscape.
Transport Scotland	None
Forestry Commission Scotland	None

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, although connection to the public sewer would need to be investigated and Old Greenock Road would need to be widened.

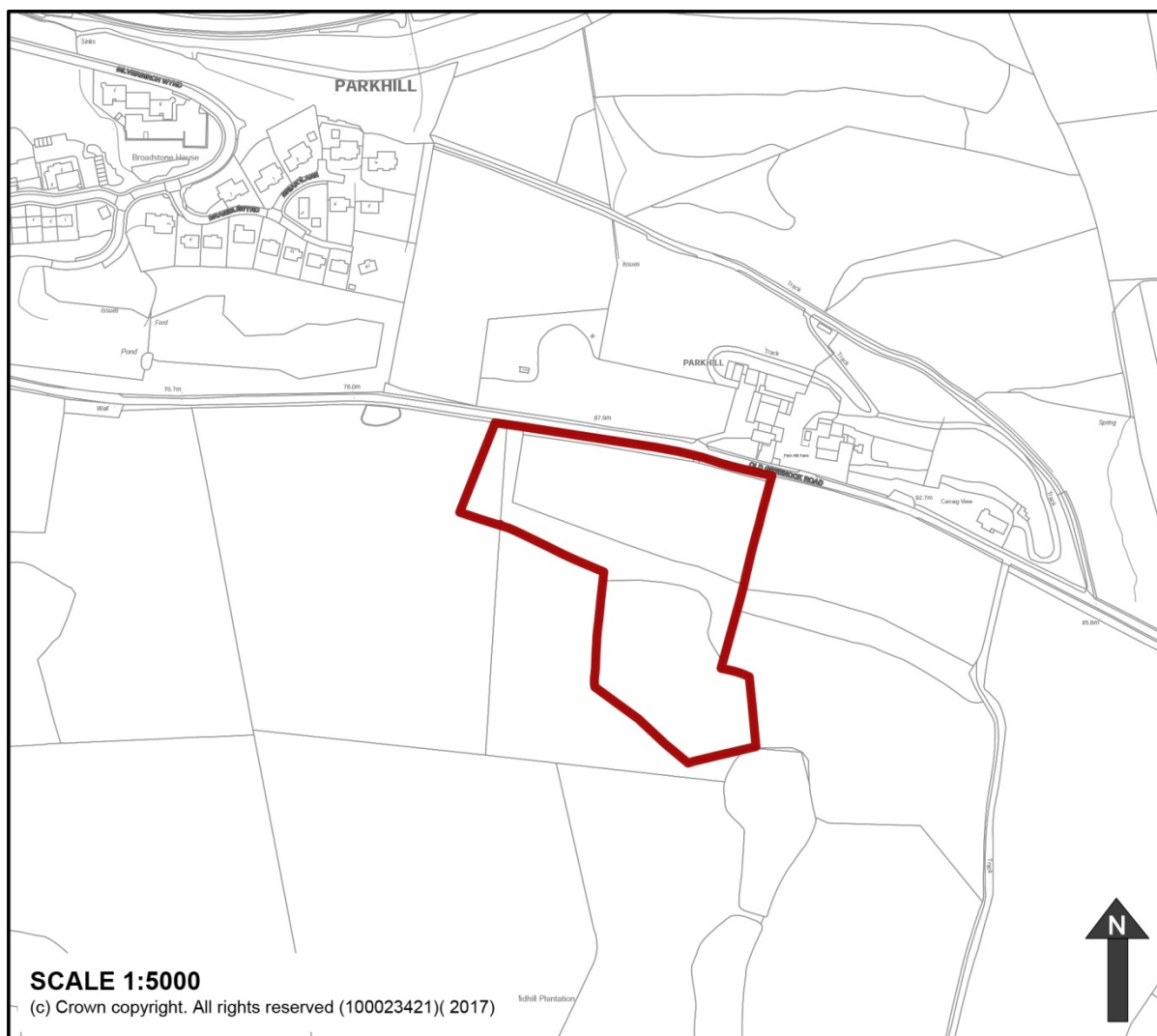
The proposed development sites (Call for Sites submissions 020 & 021) appear to be related to land ownership, and no attempt has been made to create a coherent extension to Port Glasgow, as the sites promoted are not connected, and suggest separate eastern extensions to Port Glasgow to the north and 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. Previous planning permission for housing has lapsed.

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

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	50 (Call for Sites submission)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on GWDTE's within marshy 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 Garden and Designed Landscape, 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.

Planning History

Planning Application History	Numerous applications, none for large scale residential use.
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

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 (Comment from Council's Roads Service)	Access to the site from Old Greenock Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian/ cycle links to Old Greenock Road. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Requires footway, street lighting and 30mph speed limit to be extended from Parkhill Road eastward beyond the access point. Speak with SPT and bus operators regarding the rerouting of existing bus services to penetrate the site. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle

	speeds within the site. Self-certified Flood Risk Assessment required in accordance with policy.
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

Key Agency Comments

Scottish Natural Heritage	This site is elevated, on steeply rising ground and physically, visually and perceptually detached from Port Glasgow. Development of this site would be incongruous within the wider landscape and would have significant adverse impacts on local landscape character. This site is adjacent to a SINC.
Scottish Environment Protection Agency	Flooding: Small area of surface water flooding indicated adjacent to the site. Water Environment: Site is located on the edge of the sewer catchment area and discussions should be had with Scottish Water to determine feasibility to connect. If connection is not possible the developer will need to determine appropriate foul drainage arrangements and discuss with our local Regulatory team.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	Given that the site, proposed for residential development of 50 units, is positioned south of and outside Finlaystone Inventory GDL, we believe that it is unlikely to have a significant impact on the designed landscape. However, development in this position may be visible in views of the designed landscape from the north side of the Firth of Clyde and therefore much will depend on the details of the scheme and taking into account the proximity to the Inventory designed landscape.
Transport Scotland	None
Forestry Commission Scotland	None

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, although connection to the public sewer would need to be investigated.

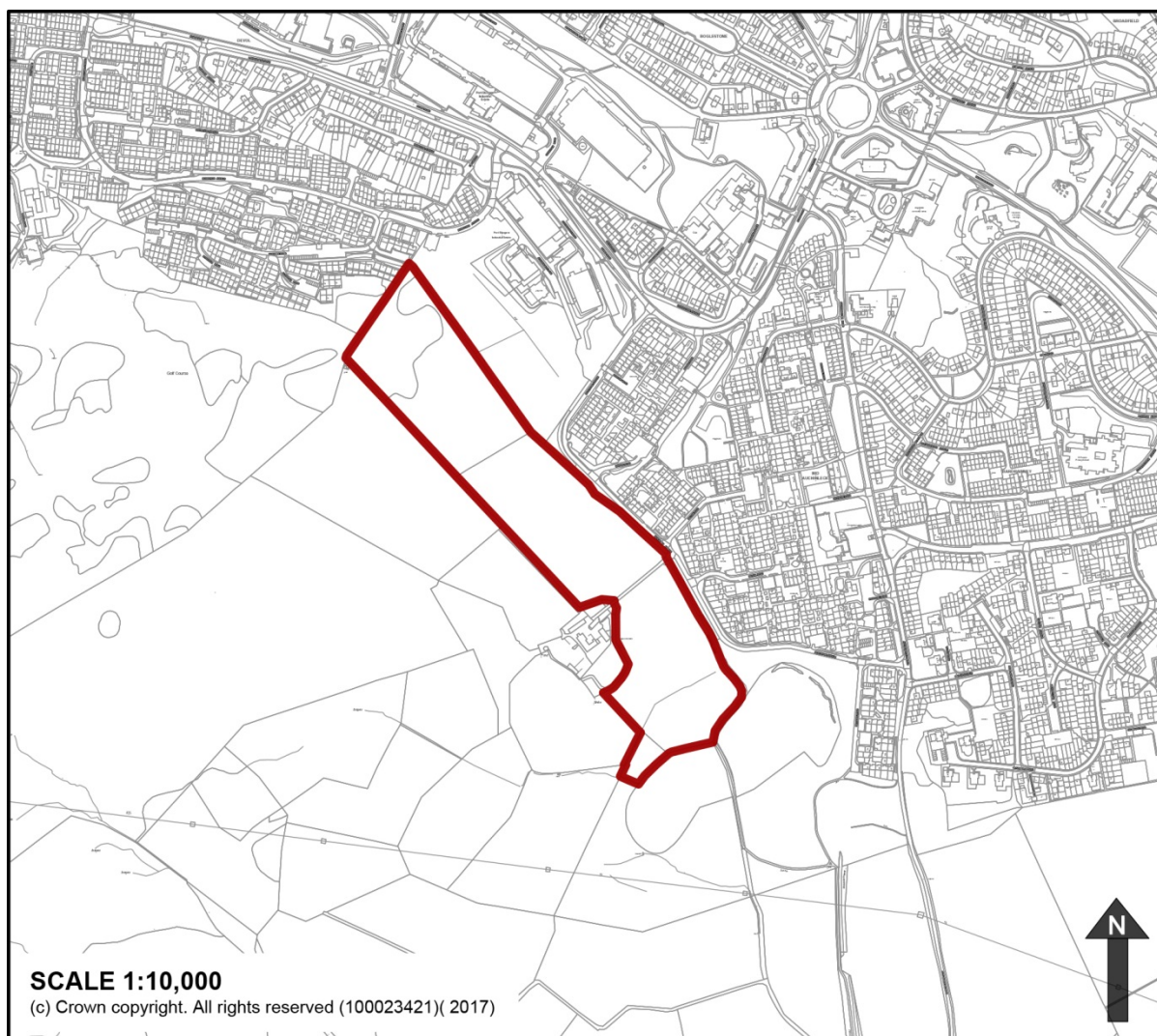
The proposed development site is isolated from the settlement boundary of Port Glasgow and would form an isolated development in the green belt. It is not considered that the proposed site could result in the creation of a robust green belt boundary. It would also have an adverse landscape impact.

There is not known to be any developer interest in bringing forward these sites, either from a Registered Social Landlord or private developer.

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

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	200 (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

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

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 (Comment from Council's Roads Service)	Main access from Montrose Avenue and potential new section of road linking Glenside Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estates. Provide cycle links through the development from Devol to the N75 Cycle Route. Suitable visibility should be provided at all accesses.
Surrounding road network	Footway to be provided along frontage of development site

(Comment from Council's Roads Service)	on Montrose Avenue. Provide pedestrian links to bus stops on Montrose Avenue and Muirdykes Avenue. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	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 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.

Key Agency Comments

Scottish Natural Heritage	This site is on steeply rising ground. The site does not benefit from an existing landscape framework; it is an open, exposed and prominent site which helps define the landscape setting of the existing settlement. Development of this site would have significant adverse impacts on local landscape character and would compromise the landscape setting. The southern edge of the site lies adjacent to a SINC.
Scottish Environment Protection Agency	Flooding: Small watercourse flowing through the site, potential fluvial flood risk from this source. Areas of surface water flooding indicated within the site. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourse. Water Environment: Sites is located on the edge of the sewer catchment area and discussions should be had with Scottish Water to determine feasibility to connect. If connection is not possible the developer will need to determine appropriate foul drainage arrangements and discuss with our local Regulatory team.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment	None

Scotland	
Transport Scotland	None
Forestry Commission Scotland	None

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, although sewer connections require to be investigated.

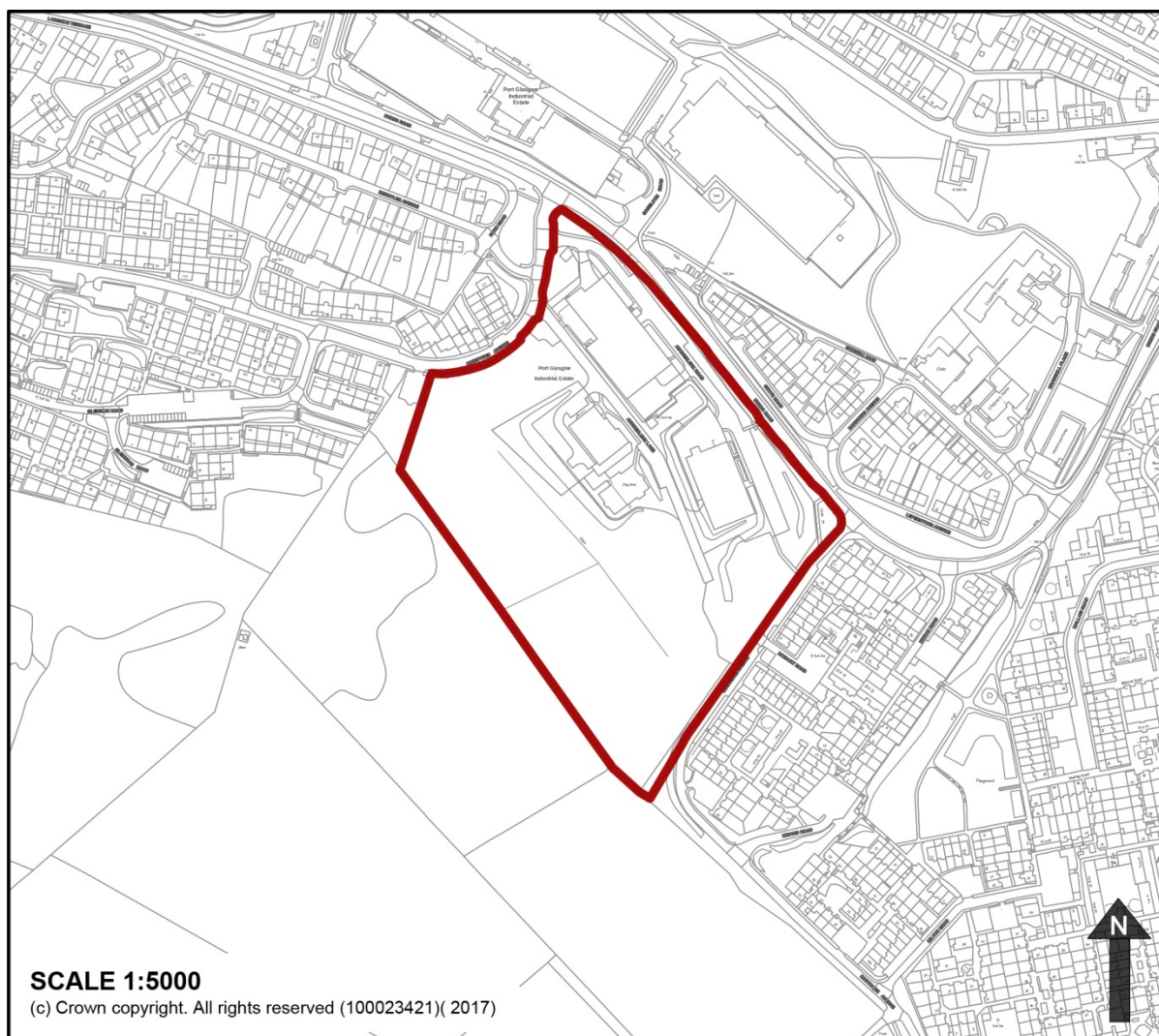
Allocation of the site would weaken the green belt boundary at this location, and would have an adverse landscape impact.

There is not known to be any developer interest in bringing forward this site, either from a Registered Social Landlord or private developer.

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

Site Details

Site name	Port Glasgow Industrial Estate (south)
Settlement	Port Glasgow
Call for Sites reference	023
Site size (ha)	6.3
Current use	Industrial/vacant
Existing LDP allocation	Business and industry



Proposal

Owner/Developer	Council/Private
Proposed Use	Residential
Number of houses/floorspace	250 (Council estimate)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on, and fluvial flood risk from, small watercourse through site. Potential 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 with possible ground contamination, but an adverse impact on the greenfield area through soil sealing and compaction.
Landscape	The greenfield area is steeply sloping and development of it could have an adverse impact. Development of the brownfield part is unlikely to have any significant impact.
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.

Planning History

Planning Application History	IC/05/370 Proposed residential development. Refused 13/01/06
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

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 (Comment from Council's Roads Service)	Main access from Dubbs Road and potential new section of road linking Montrose Avenue and Muirdykes Avenue. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estates. Provide cycle links through the development from Devol to the N75 Cycle Route. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Footway to be provided along frontage of development site on Dubbs Road, Montrose Avenue and Muirdykes Avenue. Provide pedestrian links to bus stops on Dubbs Road,

	<p>Montrose Avenue and Muirdykes Avenue.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approximately 340 metres to Core Path Network.
Distance to public transport	<p>Approximately 80 metres to nearest bus stop.</p> <p>Approximately 1.8km to nearest train station.</p>
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.

Key Agency Comments

Scottish Natural Heritage	No comment
Scottish Environment Protection Agency	<p>Flooding: Small watercourse flowing through the site, potential fluvial flood risk from this source. Areas of surface water flooding indicated adjacent to the site.</p> <p>Water Environment: Sites falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

There are no environmental designations or known technical constraints on the Port Glasgow Industrial Estate (south) site.

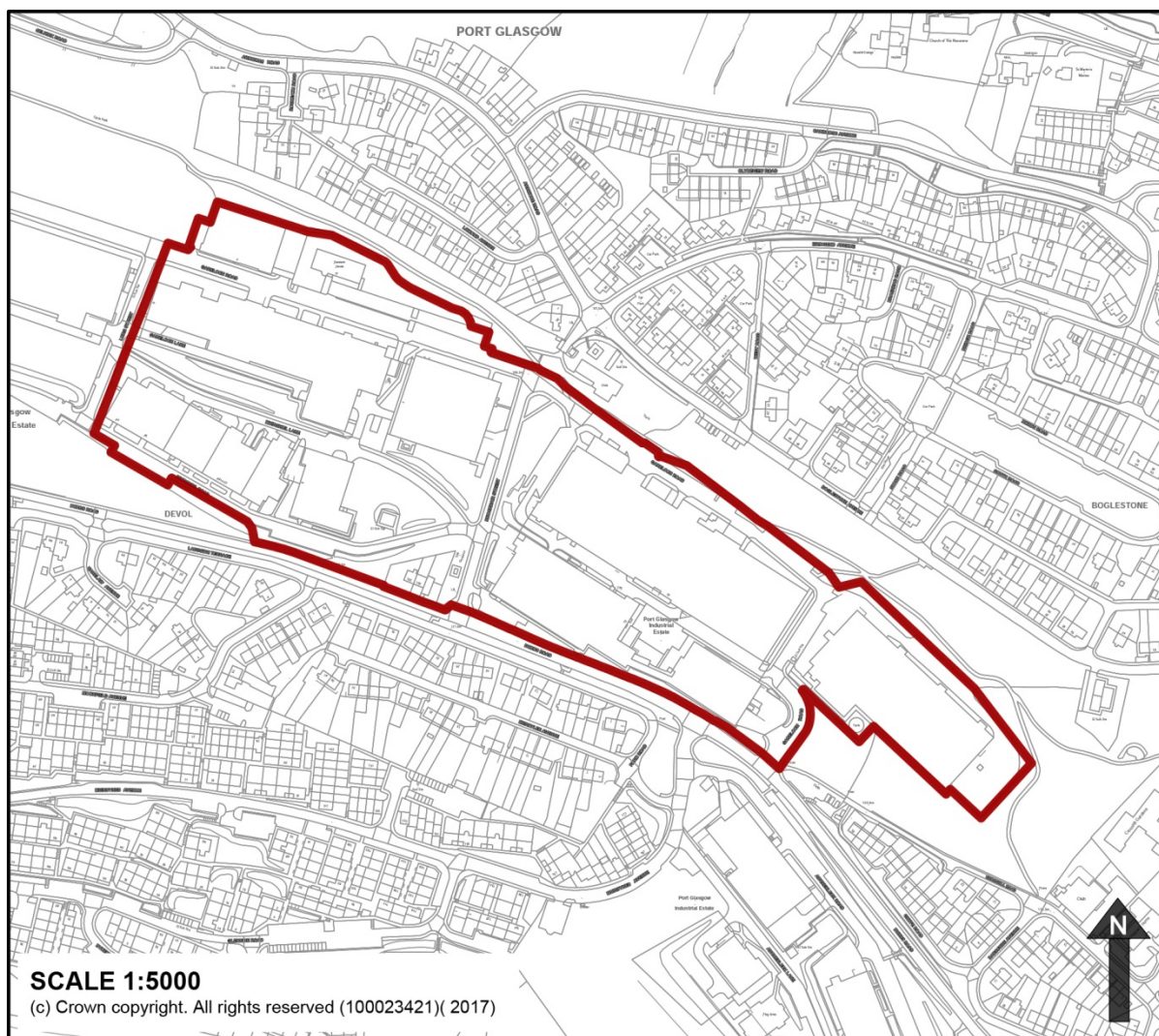
The majority of the site is brownfield and has residential areas adjacent, so residential development on that part would be acceptable in land use terms. However, there are issues associated with loss of employment and land for employment use. A previous application for residential use in 2006 was refused.

There is not known to be any developer interest in bringing forward this site, either from a Registered Social Landlord or private developer.

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

Site Details

Site name	Port Glasgow Industrial Estate (north)
Settlement	Port Glasgow
Call for Sites reference	024
Site size (ha)	10.2
Current use	Industrial/vacant
Existing LDP allocation	Business & industry



Proposal

Owner/Developer	Mixed private
Proposed Use	Residential
Number of houses/floorspace	200 (Council estimate)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high risk of surface water flooding on part of site and potential fluvial risk from culverted watercourse through site (exact route unknown) Possible opportunity to deculvert the watercourse.

Biodiversity, Flora and Fauna	Unlikely to have any significant impact as proposal is for redevelopment of existing industrial units 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	Positive impact through redevelopment of brownfield land, which may also be contaminated.
Landscape	Positive impact through redevelopment of derelict industrial units
Material Assets	Positive impact through the redevelopment of vacant/derelict buildings.
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	New development will be required to contribute to green infrastructure provision, e.g. through appropriate Suds, landscaping and formal open space 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.

Planning History

Planning Application History	Various related to industrial units, none for housing
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Main access from Dubbs Road using existing junctions with Knocknair Street and Gareloch Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estates of Devol and Boglestone. Provide cycle links through the development to the N75 Cycle Route. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Provide pedestrian links to bus stops on Dubbs Road, Bogleston Avenue and Ardmore Road to be provided. Parking should be provided in accordance with approved

	<p>parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approximately 220 metres to Core Path Network.
Distance to public transport	<p>Approximately 20 metres to nearest bus stop.</p> <p>Approximately 1.6km to nearest train station.</p>
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.

Key Agency Comments

Scottish Natural Heritage	No comment
Scottish Environment Protection Agency	<p>Flooding: Awareness of culverted watercourse within the site (route unknown). Surface water flooding may be indicative of potential fluvial flooding issues at the site from the culverted watercourse.</p> <p>Water Environment: Site falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

There are no environmental designations or known technical constraints on the Port Glasgow Industrial Estate (north) site.
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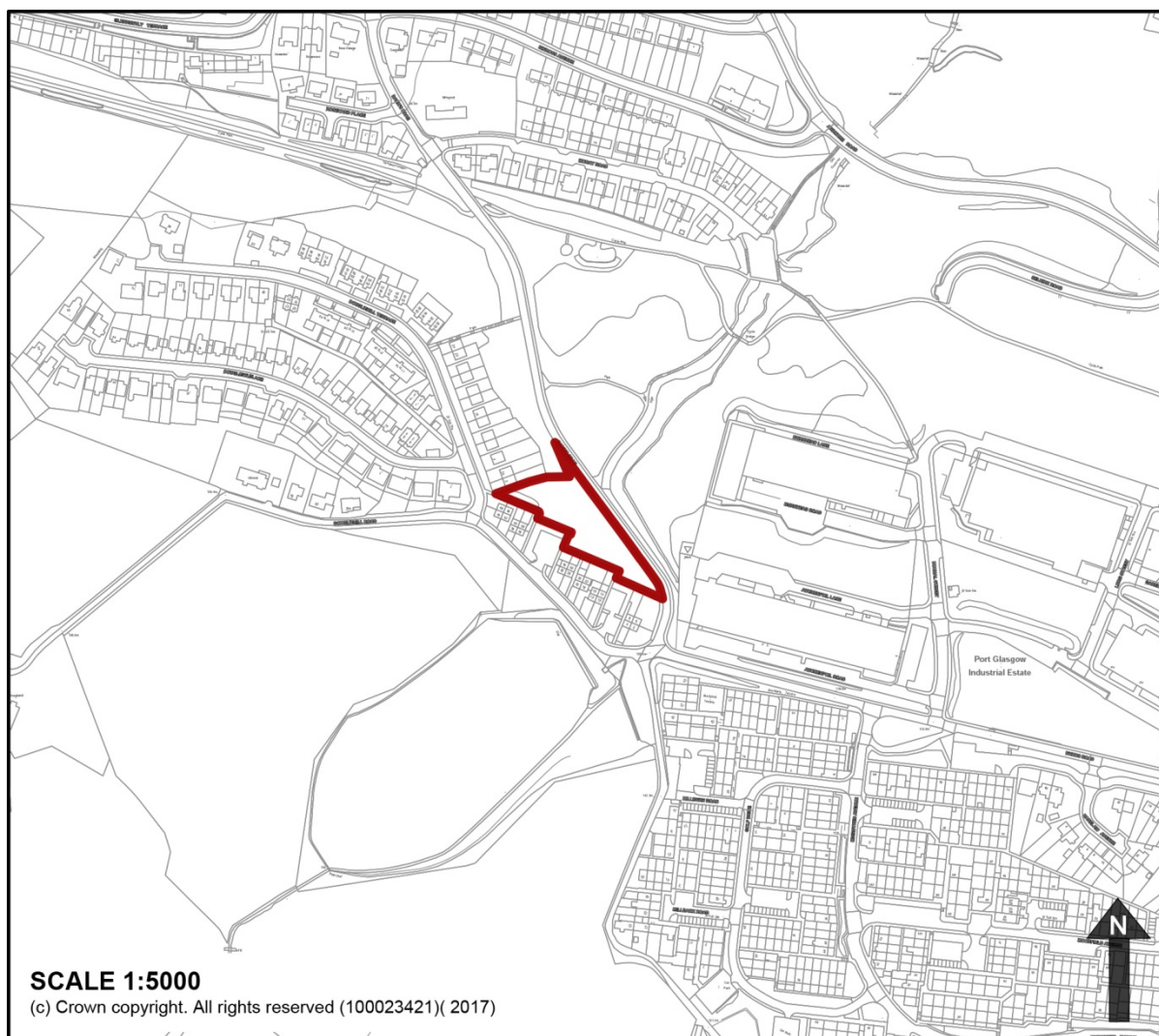
The site is brownfield and has residential areas adjacent so residential development on that part would be acceptable in land use terms.

Most of the industrial premises on the eastern part of the industrial estate (to the east of Knocknair Street) are vacant, so there are no concerns about loss of employment.

Therefore, land to the east of Knocknair street is included as a housing development opportunity in the Proposed Local Development Plan.

Site Details

Site name	Barr's Brae (south)
Settlement	Port Glasgow
Call for Sites reference	025
Site size (ha)	0.3
Current use	Scrubland
Existing LDP allocation	Residential



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	8 (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.

Planning History

Planning Application History	11/0074/IC Development of 8 new build houses, including detached and semi-detached units with associated parking and including the formation of a new access the road from Barr's Brae in principle. Granted 2/6/11
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	<p>The site has been cleared of several trees in the last few years, particularly along the cycle track. There are points at which any new development will be visible from the cycle track, but it is very doubtful that this will significantly impair users leisure experience as it will be filtered by retained and improved landscaping. The owner has also been undertaking a Japanese Knotweed eradication programme, as this was an issue for its future development. Its removal means that the site can now come forward.</p> <p>The site has been considered in relation to flood risk and drainage and proposals were submitted with the previous planning application. The site has been reviewed several times and no protected species have ever been found. A further review will be undertaken in preparing a future planning application.</p> <p>The site does slope, but several schemes have been designed for it to show that, with suitable retaining structures, or split level housing, the site can be developed with c. 8 houses, with appropriate Suds, access and landscaping.</p> <p>The site owner can develop the site himself. He does not accept the views of Homes for Scotland that this area has poor market strength, but considers that, if consented, a development would sell well, if appropriately priced. If the site retains its allocation the site could well be developed by 2024.</p> <p>The Summary and Conclusion in the Site Assessment should be</p>

	reworded as follows: "There are no environmental designations affecting the site. The site does slope, but there are design solutions available to deal with that. The site can be suitably landscaped."
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Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Suitable access and visibility should be provided. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide.
Surrounding road network (Comment from Council's Roads Service)	Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy. Site is steep and may not be able to achieve suitable access to higher section of the site.
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

Key Agency Comments

Scottish Natural Heritage	We note that this is an allocated site, and that planning permission has lapsed. The site is an open, steeply sloping and challenging site: siting, design, and mitigation measures should be further considered and usefully set out in a development brief.
Scottish Environment Protection Agency	Flooding: Small watercourse flowing on the boundary of the site, potential fluvial flood risk from this source. Areas of surface water flooding indicated adjacent to the site. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourse. Water Environment: Sites falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.

Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

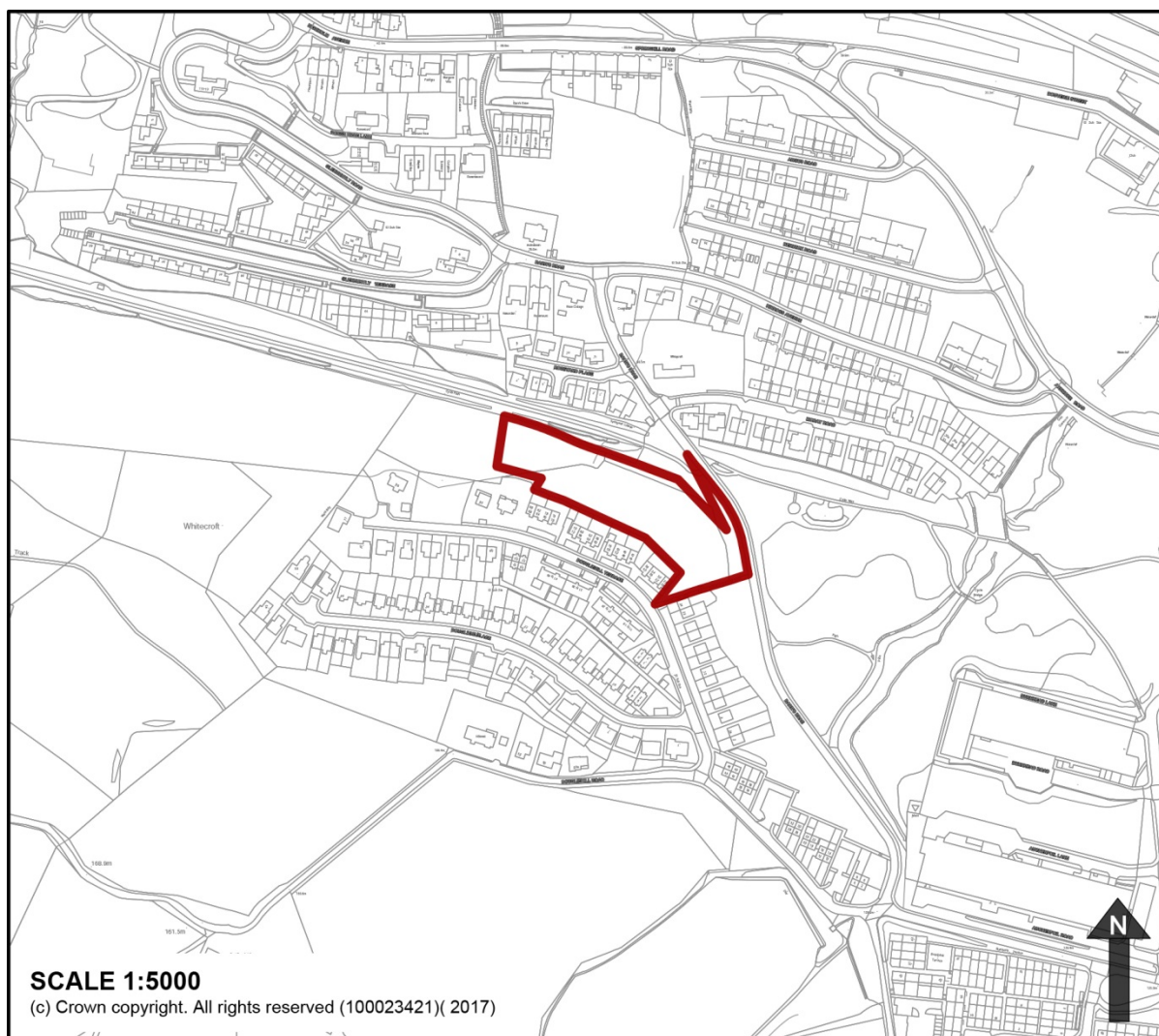
There are no environmental designations affecting the site. The steepness of the site could make it technically difficult to deliver, although the site promoter believes there are design solutions for this. However, it may be difficult to minimise the landscape impact of the development.

There is not known to be any developer interest in bringing forward this site, either from a Registered Social Landlord or private developer. Previous planning permission for housing has lapsed.

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

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	15 (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.

Planning History

Planning Application History	<p>11/0169/IC Application for residential development in principle refused 26/10/11 and dismissed on appeal 8/2/12.</p> <p>13/0038/IC Application for residential development in principle. Refused 28/03/13 and dismissed at Local Review Body 12/08/13.</p>
Previous Plan - Reporters Comments	<p><i>Extract below is from 2014 Local Development Plan Examination Report.</i></p> <p>I note that the site concerned is a wedge of sloping ground that adjoins a former rail line that is now a recreational walking and cycling route forming part of the Sustrans national route network. This site forms part of a corridor of designated open space in the adopted local plan for the area. Furthermore, based on the Open Space Review undertaken for the preparation for the local development plan review, the planning authority has concluded that this site continues to be of value to the community for its amenity and its function as a wildlife corridor. No substantive evidence to the contrary has been drawn to my attention and its value in this regard, as part of the green network of open spaces, was evident to me on my site inspection.</p> <p>Against this background, I note that in recent years the site in question has been repeatedly refused planning permission for housing development by the planning authority and on appeal. In support of the case now being made for the site to be allocated for housing in the local development plan the representation argues, firstly, that the site is unmanaged scrubland and of no amenity value – and also contends that the concerns expressed by the Reporter when dismissing a planning appeal relating to this site in 2012 have been largely addressed by new revised proposals for housing here. I do not find the arguments put forward in the representations persuasive in either of those matters, based on the available evidence lodged and my own site visit. Whilst noting the suggestion</p>

	<p>that the number of houses might be reduced marginally and their impact lessened by careful site planning - including excavations and introduction of retaining walls and retaining some existing landscape features – I do not regard those measures as sufficient to satisfactorily address the fundamental concerns highlighted by the planning authority with regard to housing development at this location.</p> <p>Furthermore, I conclude that the planning authority is justified in seeking to safeguard this important landscape corridor, which is of significant value and importance to both local residents and visitors using the recreational route that passes here – as well as in ecological terms as a wildlife corridor. Accordingly, I conclude that there is insufficient reason to re-designate the site in question from what is currently proposed by the council for the new local development plan. In summary, I conclude that, for the reasons set out by the planning authority, this land should not be included as a housing development site in Schedule 6.1 of the Local Development Plan.</p>
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	<p>Only part of the site is identified in Scotland's Native Woodland Survey and, even that area, is mainly scrubland. A tree survey will be commissioned before proposals for the site are brought forward and the owner will ensure that any Category A trees are retained and protected. The site does slope quite steeply, but can be developed by using suitable retaining structures, or designing split-level dwellings to suit. Those dwellings can then be set within a part retained and part improved landscape.</p> <p>The site owner can develop the site himself. He does not accept the views of Homes for Scotland that this area has poor market strength, but considers that, if consented, a development would sell well, if appropriately priced. If the site is allocated it could well be developed by 2024.</p> <p>For those reasons, it is considered that the Summary and Conclusion in the Site Assessment should be reworded as follows: "There are no environmental designations affecting the site. The site does slope, but there are design solutions available to deal with that. The site can be suitably landscaped."</p>

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Suitable access and visibility should be provided. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide.
Surrounding road network (Comment from Council's Roads Service)	Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site.

	Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy. Site is steep and may not be able to achieve suitable access to higher section of the site.
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

Key Agency Comments

Scottish Natural Heritage	This is a steeply sloping site which forms an established habitat corridor/green network and provides landscape setting. Development would have significant and adverse impacts on local landscape character and on landscape setting.
Scottish Environment Protection Agency	Flooding: Areas of surface water flooding indicated adjacent to the site. Water Environment: Sites falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

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.
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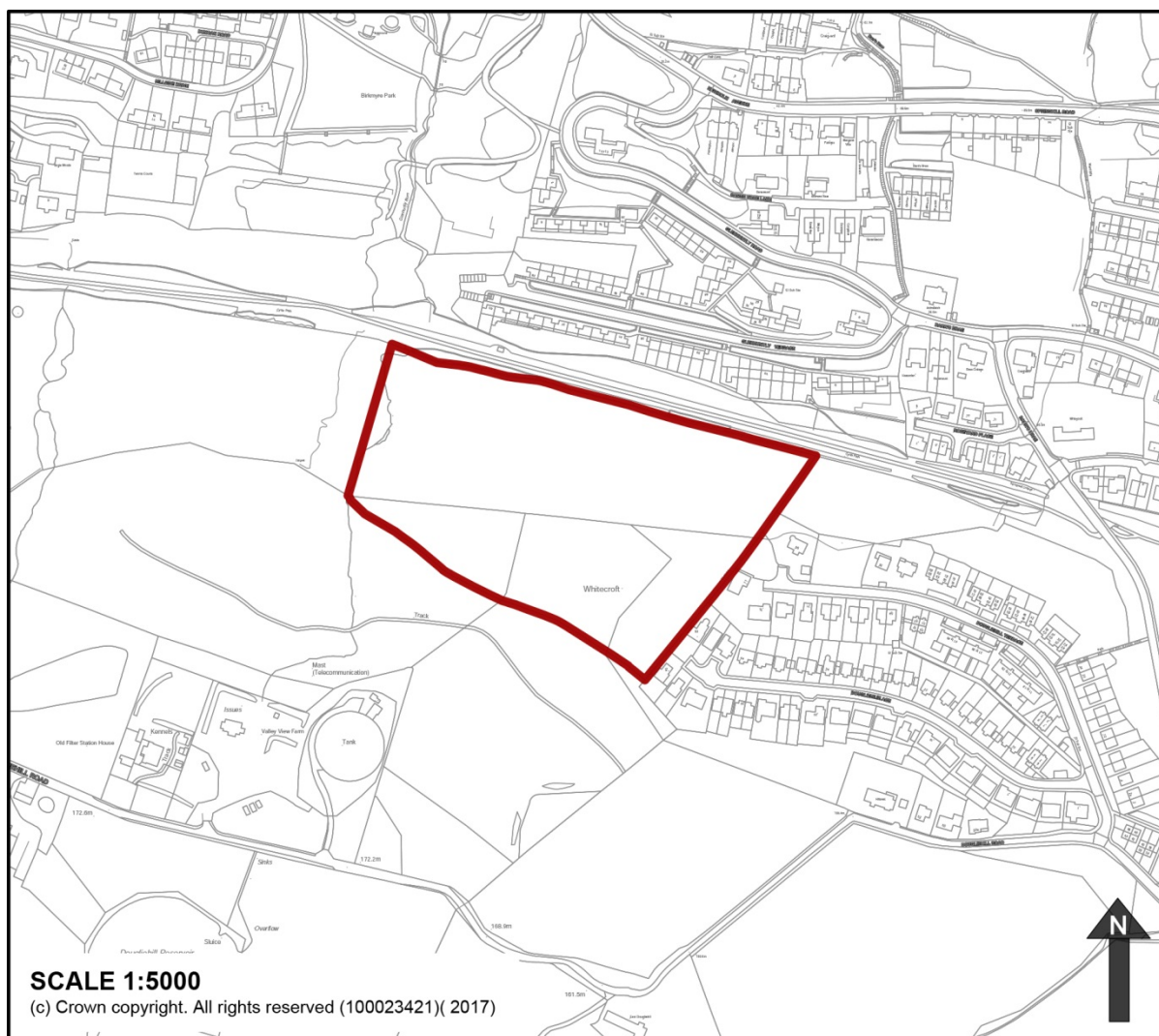
There is not known to be any developer interest in bringing forward this site, either from a Registered Social Landlord or private developer.

The site has been refused planning permission for residential development twice in the past and the reporter for the current Local Development Plan felt it was an important open space that should be retained.

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

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	100 (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

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

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 (Comment from Council's Roads Service)	Access needs to be taken over private ground at Douglichill Place and Douglichill Terrace.
Surrounding road network (Comment from Council's Roads Service)	Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy. Site is steep and may not be able to achieve suitable access to higher section of the site.
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

Key Agency Comments

Scottish Natural Heritage	This is a steeply sloping site which forms an established habitat corridor/green network and provides landscape setting. Development would have significant and adverse impacts on local landscape character and on landscape setting.
Scottish Environment Protection Agency	Flooding: Small watercourse flowing on the boundary of the site, potential fluvial flood risk from this source. Areas of surface water flooding indicated within the site. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourse. Water Environment: Sites falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

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.

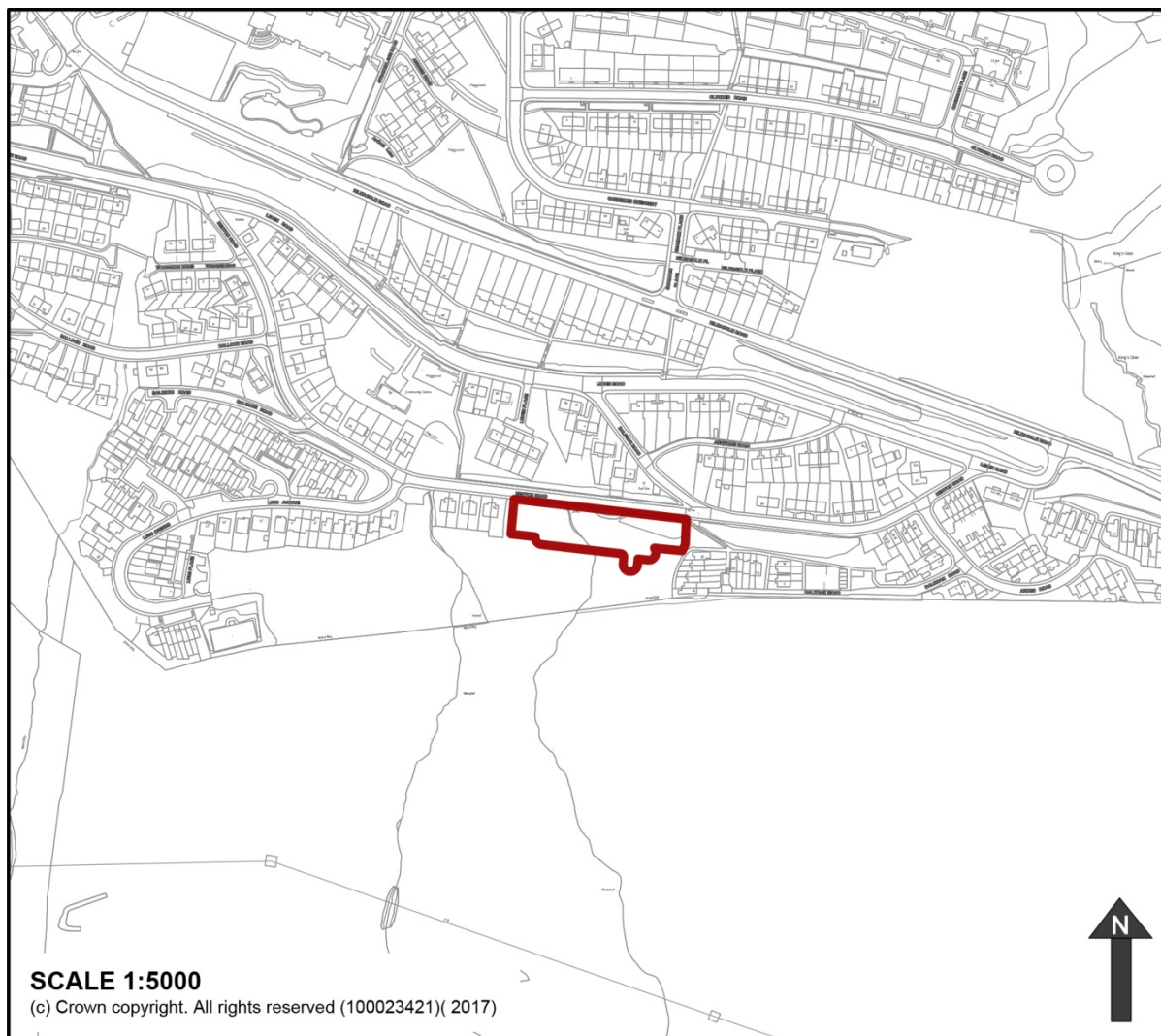
There is not known to be any developer interest in bringing forward this site, either from a

Registered Social Landlord or private developer.

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

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	10 (Council estimate)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impact on watercourse flowing through site and on GWDTE's in marshy areas. Medium to high surface water flood risk on part of site and potential fluvial 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 a significant adverse impact as there is existing housing to the east and west.
Material Assets	Adverse impact as proposal would reduce amount of greenfield land
Cultural Heritage	No impacts on cultural heritage assets identified.
Population and Human Health	New development will be required to contribute to green infrastructure provision, e.g. through appropriate Suds, landscaping and open space. 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

Planning History

Planning Application History	11/0111/IC Erection of 7 houses. Granted 2/08/12.
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Main access from Renton Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to Renton Road. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Pedestrian links to bus stops on Renton Road to be provided. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy. Site is steep and may not be able to achieve suitable access to higher section of the site.

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

Key Agency Comments

Scottish Natural Heritage	No comment
Scottish Environment Protection Agency	Flooding: Small watercourse flowing within the site, potential fluvial flood risk from this source. Areas of surface water flooding indicated within the site. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourse. Water Environment: Sites falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

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

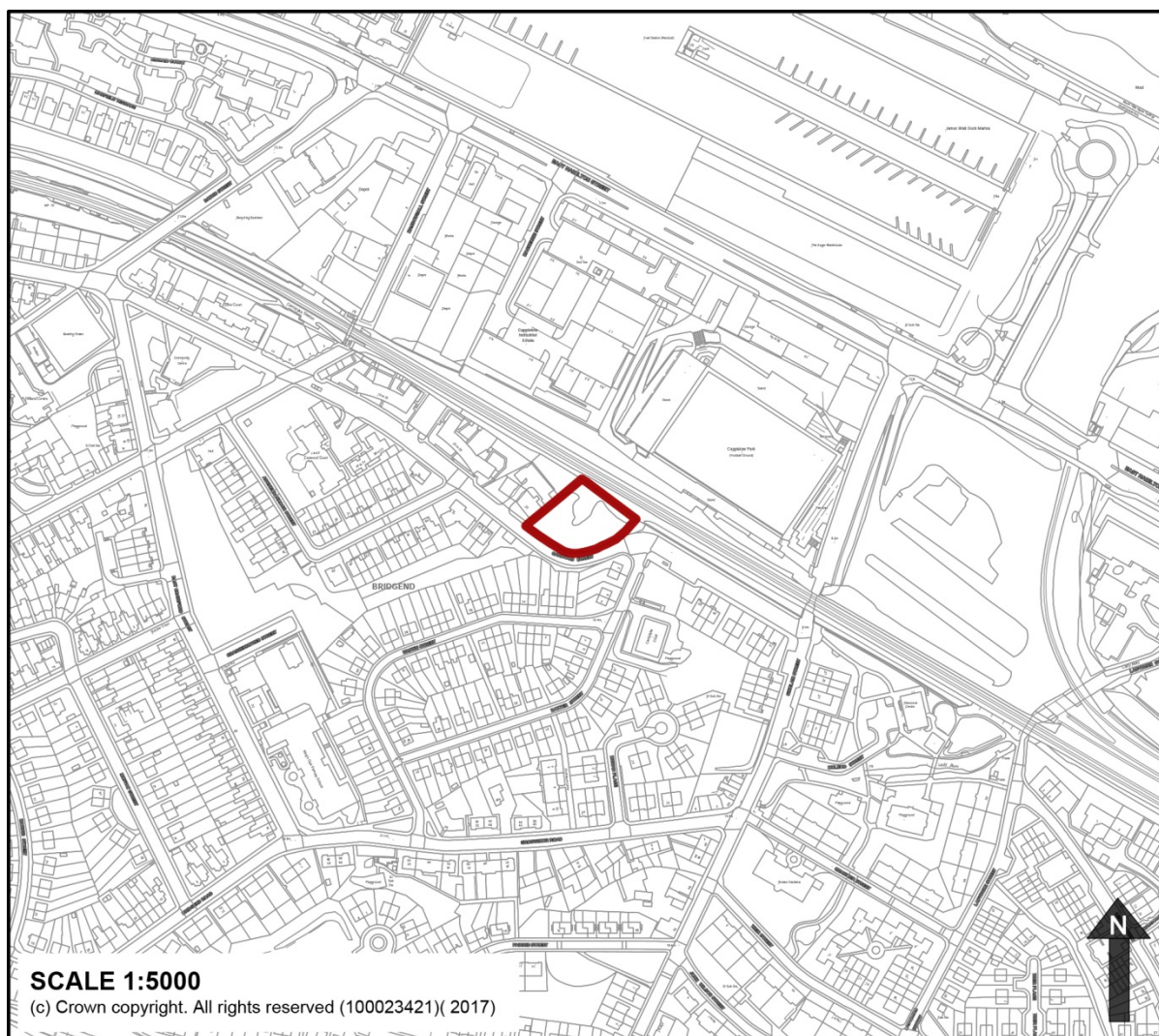
The site is undeveloped, but sits within the urban area, and is already identified for housing development. Its inclusion within the urban area forms a strong geometric green belt boundary at this location. However, a robust physical boundary would have to be created.

There is not known to be any developer interest in bringing forward this site, either from a Registered Social Landlord or private developer.

The site is included as a housing development opportunity in the Proposed Local Development Plan.

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	16 (Council estimate)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Area of surface water flood risk adjacent to the site, but unlikely to have any significant impacts on development
Biodiversity, Flora and Fauna	Partially overgrown brownfield site with low ecological value. Development unlikely to have any significant impacts
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	Positive impact through redevelopment of brownfield land
Landscape	Potential positive impact through redevelopment of brownfield site in the built up area.
Material Assets	Positive impact through re-use of brownfield land
Cultural Heritage	No impacts on cultural heritage assets identified.
Population and Human Health	New development will be required to contribute to green infrastructure provision, e.g. through appropriate Suds, landscaping and open space. No impacts on active travel routes as site is 518m from the network. Site is within an accessible walking distance of local services – 518m

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	None
Further information submitted through Main Issues Report consultation	None

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Main access from Carwood Street. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to be provided to Carwood Street. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Provide pedestrian links to bus stops on Carwood Street. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	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,	No known issues.
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electricity, telecommunications)	
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.

Key Agency Comments

Scottish Natural Heritage	No comment
Scottish Environment Protection Agency	Flooding: Area of surface water flooding indicated adjacent to the site. Water Environment: Sites falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

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

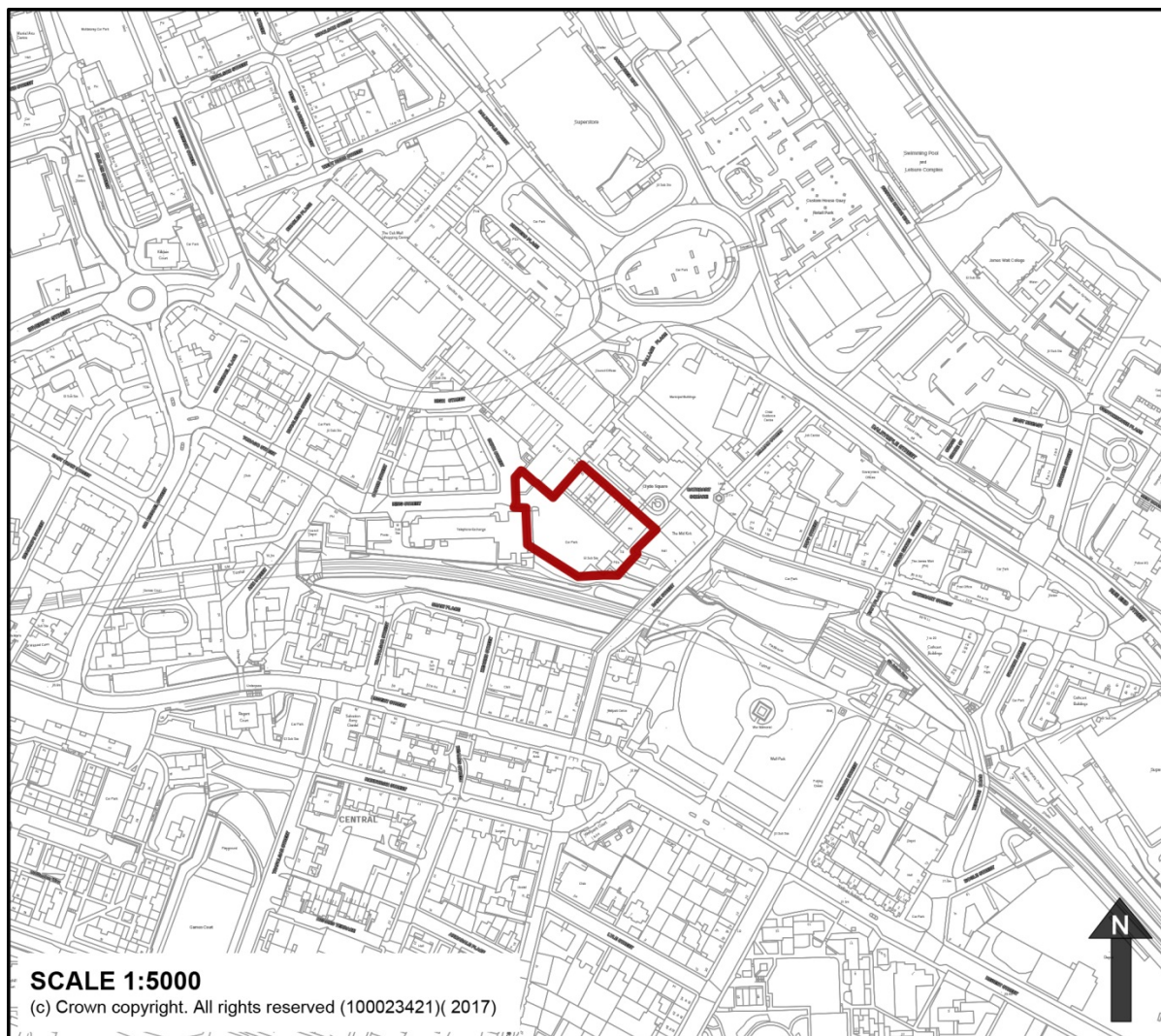
The site is undeveloped, but sits within the urban area, and is already identified for housing development.

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

The site is included as a housing development opportunity in the Proposed Local Development Plan.

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



Proposal

Owner/Developer	Lunar Greenock S.a.r.l
Proposed Use	Residential
Number of houses/floorspace	35 (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 be any significant impact as proposal is for redevelopment of an existing car park
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	Positive impact through redevelopment of brownfield site.
Landscape	Unlikely to have any significant impacts
Material Assets	Positive impact through re-use of brownfield land
Cultural Heritage	No known impacts on cultural heritage assets.
Population and Human Health	New development will be required to contribute to green infrastructure provision, e.g. through appropriate Suds, landscaping and open space. 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.

Planning History

Planning Application History	IC/08/074 Residential development (in outline). Refused 11/08/08
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	Oak Mall Shopping Centre has previously identified sites in its vicinity for potential redevelopment and which would aid the regeneration of the town centre, during the Call for Sites stage of the LDP preparation process. These relate to the points made about this Issue and the potential to introduce flexibility into Greenock Town Centre. These site specific proposals have potential uses which would be compatible within the Town Centre including assembly and leisure (Class 11) uses such as cinema / leisure destination with food and beverage (Class 3) units at the far end of the mall adjacent to Clyde Square; a new multi-storey car park to serve this; and potential for new residential uses to the rear of the Oak Mall at King/Smith Street. Offering a truly mixed use environment and thus lengthening the vitality and viability of Greenock 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 (Comment from Council's Roads Service)	Main access from King Street. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring land uses. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Provide pedestrian links to bus stops bus and rail links. Parking should be provided in accordance with approved parking standard. Development should include sufficient parking provision. Street lighting to be provided throughout site. Self-certified Flood Risk Assessment required in accordance with policy.

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 a Registered Social Landlord.

Key Agency Comments

Scottish Natural Heritage	No comment
Scottish Environment Protection Agency	Flooding: Area of surface water flooding indicated within the site. Water Environment: Site falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

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

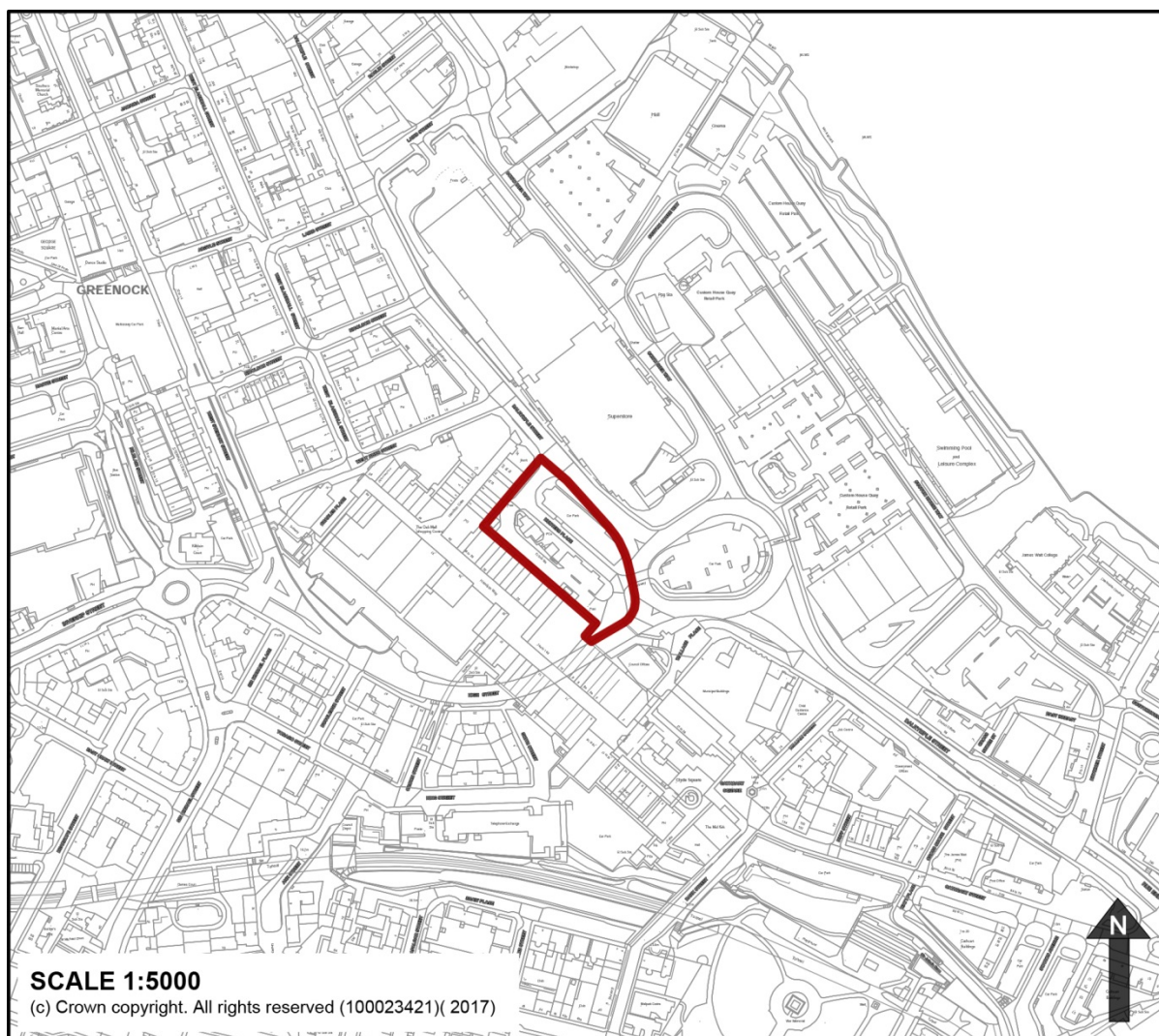
The site is centrally located within the urban area and there is existing housing nearby.

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.

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

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



Proposal

Owner/Developer	Lunar Greenock S.a.r.l / Inverclyde Council
Proposed Use	Multi-storey car park/mall extension
Number of houses/floorspace	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 an existing car park
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.
Landscape	Unlikely to have any significant impacts as proposal is for redevelopment within the built up area
Material Assets	Positive impacts through re-use of brownfield land.
Cultural Heritage	Unlikely to have any significant impacts
Population and Human Health	Unlikely to have any significant impacts

Planning History

Planning Application History	IC/06/232 Extension to mall including retail on ground floor and multi-storey car parking above. Approved 3/11/06
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	Oak Mall Shopping Centre has previously identified sites in its vicinity for potential redevelopment and which would aid the regeneration of the town centre, during the Call for Sites stage of the LDP preparation process. These relate to the points made about this Issue and the potential to introduce flexibility into Greenock Town Centre. These site specific proposals have potential uses which would be compatible within the Town Centre including assembly and leisure (Class 11) uses such as cinema / leisure destination with food and beverage (Class 3) units at the far end of the mall adjacent to Clyde Square; a new multi-storey car park to serve this; and potential for new residential uses to the rear of the Oak Mall at King/Smith Street. Offering a truly mixed use environment and thus lengthening the vitality and viability of Greenock 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 (Comment from Council's Roads Service)	Access from Hunter Place. Access required to be maintained from Wallace Place and Bullring Roundabout to Dalrymple Street via Hunter Place.
Surrounding road network (Comment from Council's Roads Service)	Transport assessment required re impact on the A78. Pedestrian access should be maintained from Wallace Place and Bullring Roundabout to Dalrymple Street via Hunter Place. Flood risk assessment required Core Path Network.
Active travel options	Approximately 550 metres to.
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

Key Agency Comments

Scottish Natural Heritage	No comment
Scottish Environment Protection Agency	Flooding: Almost all of the site is within the fluvial flood extent so we have significant concerns regarding the potential development of this site. Most of the site is also within the surface water flood extent. Concerns no safe access/egress exists. Water Environment: Site falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and conclusion

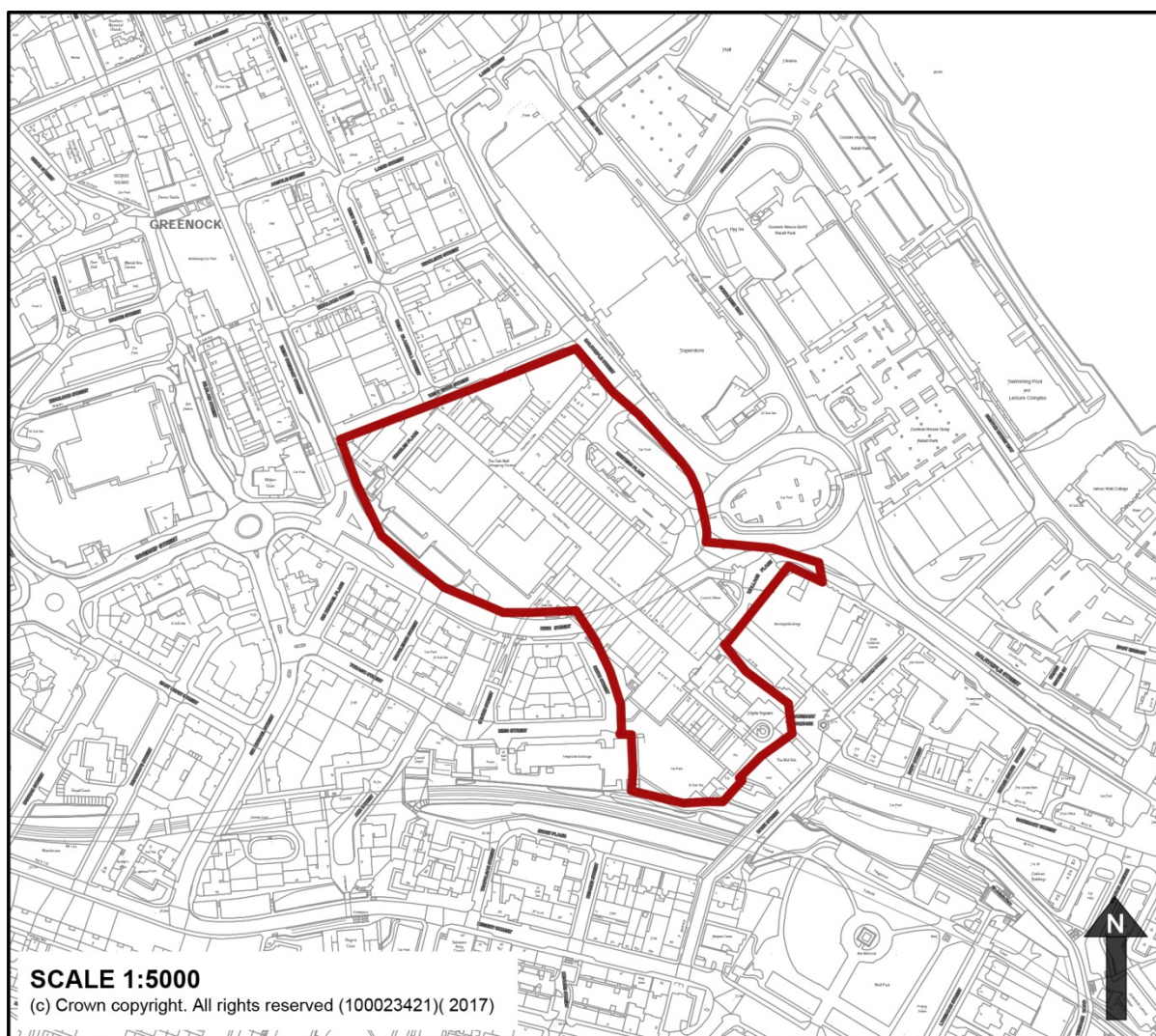
There are no known environmental or technical constraints to the site being developed.

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.

The site is not specifically identified for a multi-storey car park in the Proposed Local Development Plan.

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



Proposal

Owner/Developer	Lunar Greenock S.a.r.l
Proposed Use	Retail/commercial
Number of houses/floorspace	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 existing retail/commercial units
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.
Landscape	Unlikely to have any significant impacts as proposal is for redevelopment of existing units within the built up area
Material Assets	Positive impact through re-use of brownfield land.
Cultural Heritage	Unlikely to have any significant impacts
Population and Human Health	Proposed leisure and civic uses could, potentially, have a positive impact.

Planning History

Planning Application History	Various applications relating to units within the mall.
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation (Comment from Council's Roads Service)	<p>Specific proposals have potential uses which would be compatible within the Town Centre including assembly and leisure (Class 11) uses such as cinema / leisure destination with food and beverage (Class 3) units at the far end of the mall adjacent to Clyde Square; a new multi-storey car park to serve this; and potential for new residential uses to the rear of the Oak Mall at King/Smith Street. Offering a truly mixed use environment and thus strengthening the vitality and viability of Greenock town centre.</p> <p>These proposals serve to highlight how the town centre could function in a modern retailing environment where other town centre uses would complement the existing retail offer. Not only would proposals such as these help generate the growth of an 'evening economy', it would also aid in the redevelopment of an important area of public realm in Greenock beside Clyde Square and link the two areas together with current linkage being of a limited nature.</p>

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Suitable parking should be provided.
Surrounding road network (Comment from Council's Roads Service)	<p>Links should be made from the site to the surrounding footway networks. These links should offer access to surrounding areas at all times.</p> <p>Links should be provided to all forms of public transport. Provision should be made for cyclists.</p> <p>Parking should be provided in accordance with approved</p>

	parking standard. Self-certified flood risk assessment required in accordance with policy.
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

Key Agency Comments

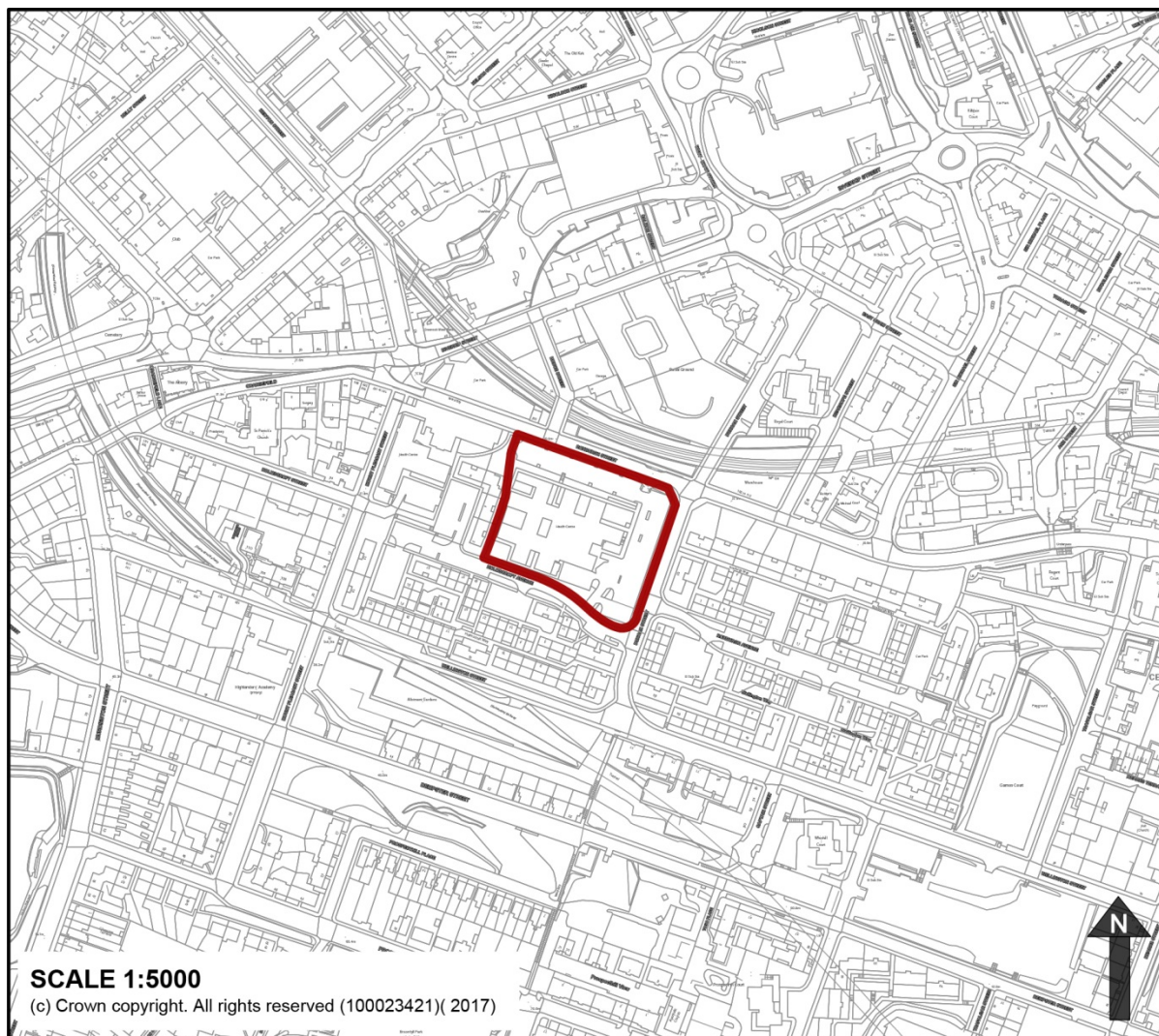
Scottish Natural Heritage	No comment.
Scottish Environment Protection Agency	Flooding: Part of the site is within the fluvial and surface water flood extents, associated with the culverted Hole Burn. Area of surface water flooding indicated elsewhere within the site. Water Environment: Site falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

The uses proposed are appropriate for a town centre location and would be supported in principle by the Proposed Local Development Plan.

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



Proposal

Owner/Developer	NHS
Proposed Use	Residential
Number of houses/floorspace	35 (Council estimate)

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 impacts as proposal is for redevelopment of existing buildings
Climatic Factors	Car travel and associated emissions would be minimised

	as site is within the town centre, 142 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.
Landscape	Unlikely to have any significant impacts as proposal is for redevelopment of existing buildings within the built up area
Material Assets	Positive impact through re-use of a brownfield site.
Cultural Heritage	No known impact on cultural heritage assets
Population and Human Health	Development will be required to contribute to green infrastructure provision, e.g. through appropriate Suds, landscaping and open space. No impacts on active travel routes as site is 463m from the network. Good accessibility to local services as site is within the town centre.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	<p>It is considered that the Health Centre should be included in the Council's Proposed Local Development Plan as a housing site. The surrounding nature of the site is predominantly residential and it is proposed that the existing buildings on site would be demolished to make way for a new residential development.</p> <p>Once the site is vacated it will be brownfield in nature and development of the site for housing will meet the Council's objectives of utilising urban brownfield sites.</p>

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	<p>Main access from Duncan Street.</p> <p>To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide.</p> <p>Provide pedestrian links to neighbouring areas.</p> <p>Suitable visibility should be provided at all accesses.</p>
Surrounding road network (Comment from Council's Roads Service)	<p>Provide pedestrian links to bus stops on Duncan Street and Roxburgh Street to be provided.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	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 a Registered Social Landlord.

Key Agency Comments

Scottish Natural Heritage	No comment.
Scottish Environment Protection Agency	Flooding: Part of the site is within the fluvial flood extents, associated with the culverted Hole Burn. Acknowledge there may be higher uncertainty in our flood maps at this location. Area of surface water flooding indicated elsewhere within the site. Water Environment: Site falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

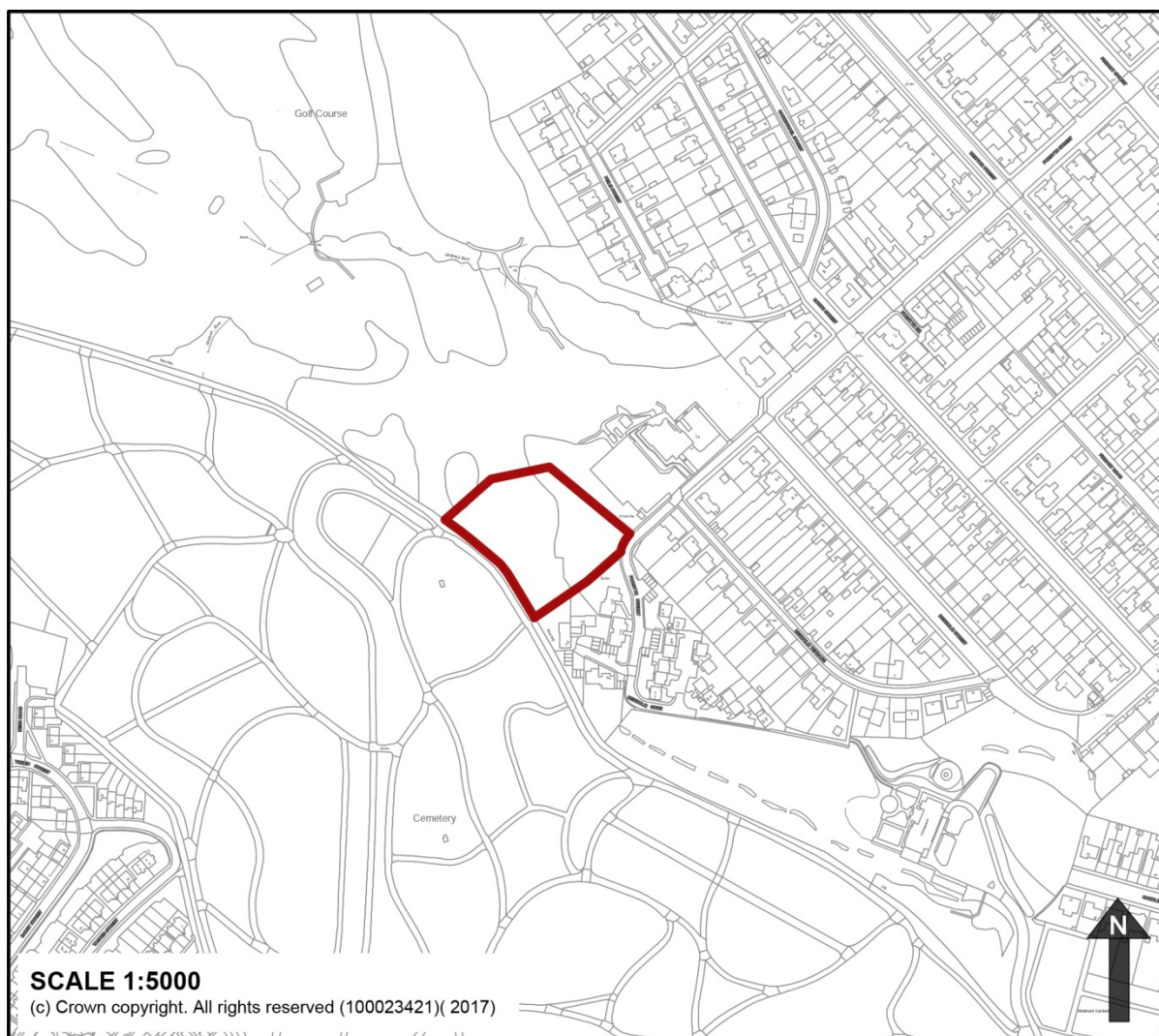
There are no known environmental or technical constraints to the site being developed.

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.

The site is included as a housing development opportunity in the Proposed Local Development Plan.

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



Proposal

Owner/Developer	Greenock Golf Club
Proposed Use	Residential
Number of houses/floorspace	8 (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.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Main access from Forsyth Street. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to Forsyth Street. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Widen Forsyth Street over the frontage of the development by developing into the site. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	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.

Key Agency Comments

Scottish Natural Heritage	This site is identified as open space in the current LDP, contributing to the wider green network resource. Development would have adverse impacts on local landscape character and on landscape setting.
Scottish Environment Protection Agency	Flooding: Jardine's Burn to the north of the site. Water Environment: Site falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

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.

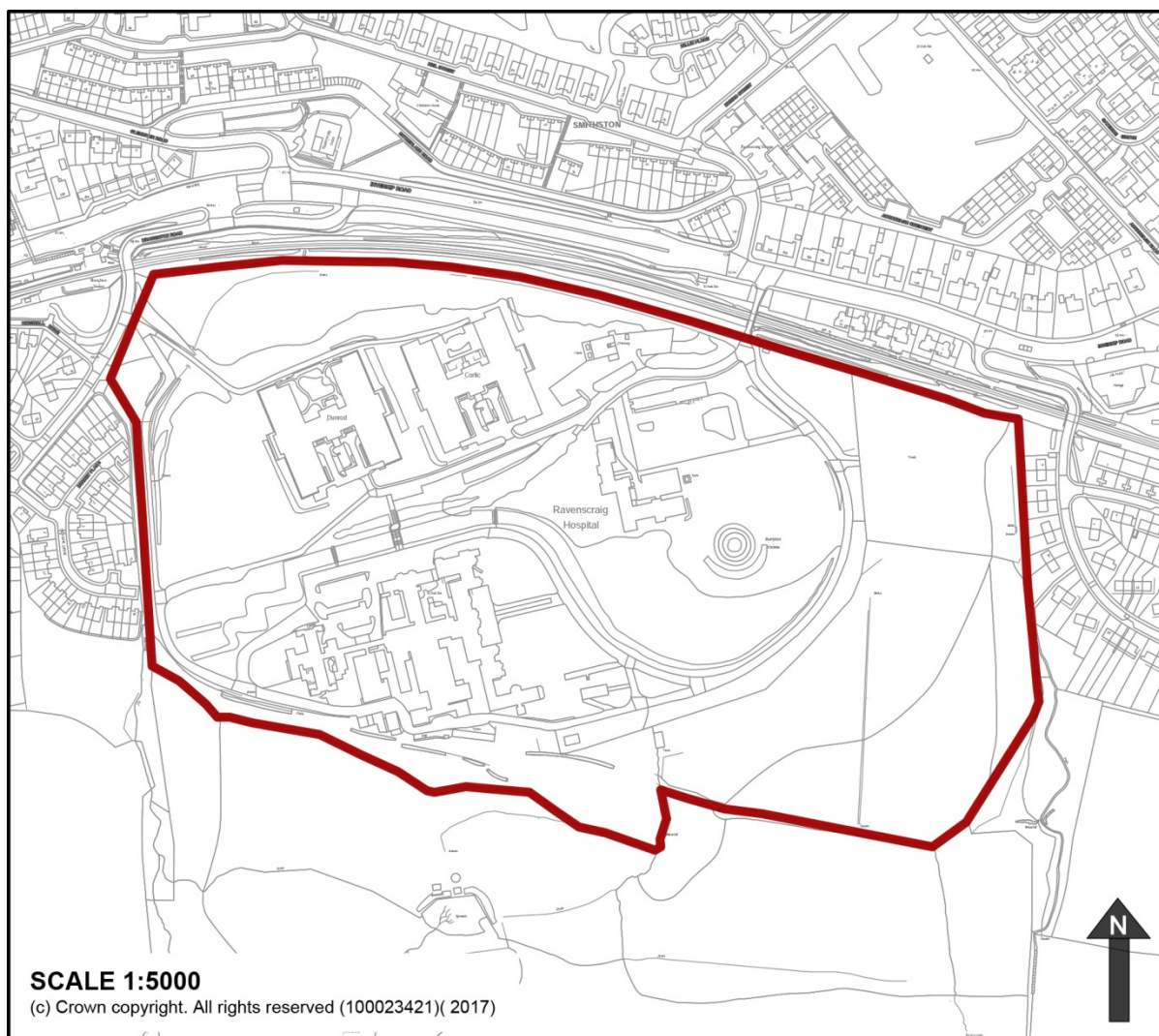
The proposal would result in the loss of open space (golf course) and habitat (woodland), and there are no proposals as to how this impact would be managed and mitigated.

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

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

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



Proposal

Owner/Developer	NHS/Link HA/Oak Tree HA
Proposed Use	Residential
Number of houses/floorspace	200 (MIR 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 through and adjacent to site.
Biodiversity, Flora and Fauna	Potential for adverse impact on area of semi-natural

	<p>woodland (TPO) within eastern half of the site. Impact on protected species unknown.</p> <p>Development brief to take account of biodiversity/habitat value and identify developable areas.</p>
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 existing buildings.
Landscape	The site has an established landscape framework, which should inform appropriate siting and design measures, to be set out in a Development brief
Material Assets	Positive impact through re-use of brownfield land
Cultural Heritage	Significant adverse effect on the A listed building, which is expected to be demolished as part of the proposal
Population and Human Health	New development to contribute to green infrastructure provision, e.g. through appropriate Suds, landscaping and open space. 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

Planning History

Planning Application History	17/0025/LB - Demolition of all Listed Buildings and Ravenscraig Hospital (including front elevation). – Granted subject to conditions 2/11/17
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	<p>5 plots covering 21.15ha with a capacity of 210 dwellings identified to be developed in phases contingent upon the traffic mitigation measures and roads infrastructure improvements.</p> <p>Development costs associated with demolition of the existing NHS GGC buildings, site preparation and access arrangements are significant but there are no insurmountable hurdles to delivery of development of up to 200 dwellings on the site. Development over this level would however require the construction of a new bridge access over the railway line, which would make later phases a longer term prospect. Request that the capacity of the Ravenscraig Hospital site over the longer term is updated in the emerging LDP to reflect the c.200 dwelling opportunity identified as part of our masterplanning process. This will require a corresponding increase in the developable site shown in the current LDP.</p>

Green Belt boundary issues

Robustness of existing boundary	N/a
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Robustness of proposed boundary	N/a
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Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	<p>There are constraints associated with requirement for access roads to cross railway.</p> <p>Main access from Inverkip Road via a new access. A Transport Assessment including junction assessments will be required.</p> <p>To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estates. Provide cycle links through the development. Suitable visibility should be provided at all accesses.</p>
Surrounding road network (Comment from Council's Roads Service)	<p>Possible network capacity constraints on the A78.</p> <p>Provide pedestrian links to bus stops in neighbouring communities and Branchton Rail Station.</p> <p>Provide road links which would allow bus services to penetrate the site.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approximately 50 metres to Core Path Network.
Distance to public transport	<p>Approximately 80 metres to nearest bus stop.</p> <p>Approximately 470 metres to nearest train station.</p>
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.

Key Agency Comments

Scottish Natural Heritage	<p>We note that this is an allocated site, but are unclear if there is a detailed planning proposal.</p> <p>The site has an established landscape framework and is on the edge of the existing settlement, offering potential opportunities to improve access to the wider countryside – siting, design and mitigation requirements could usefully be set out in a development brief to guide the detailed design stages.</p>
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Scottish Environment Protection Agency	<p>Flooding: Small watercourse flowing on the boundary of the site / within the site, potential fluvial flood risk from this source. Areas of surface water flooding indicated within the site. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourse.</p> <p>Water Environment: Site falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and conclusion

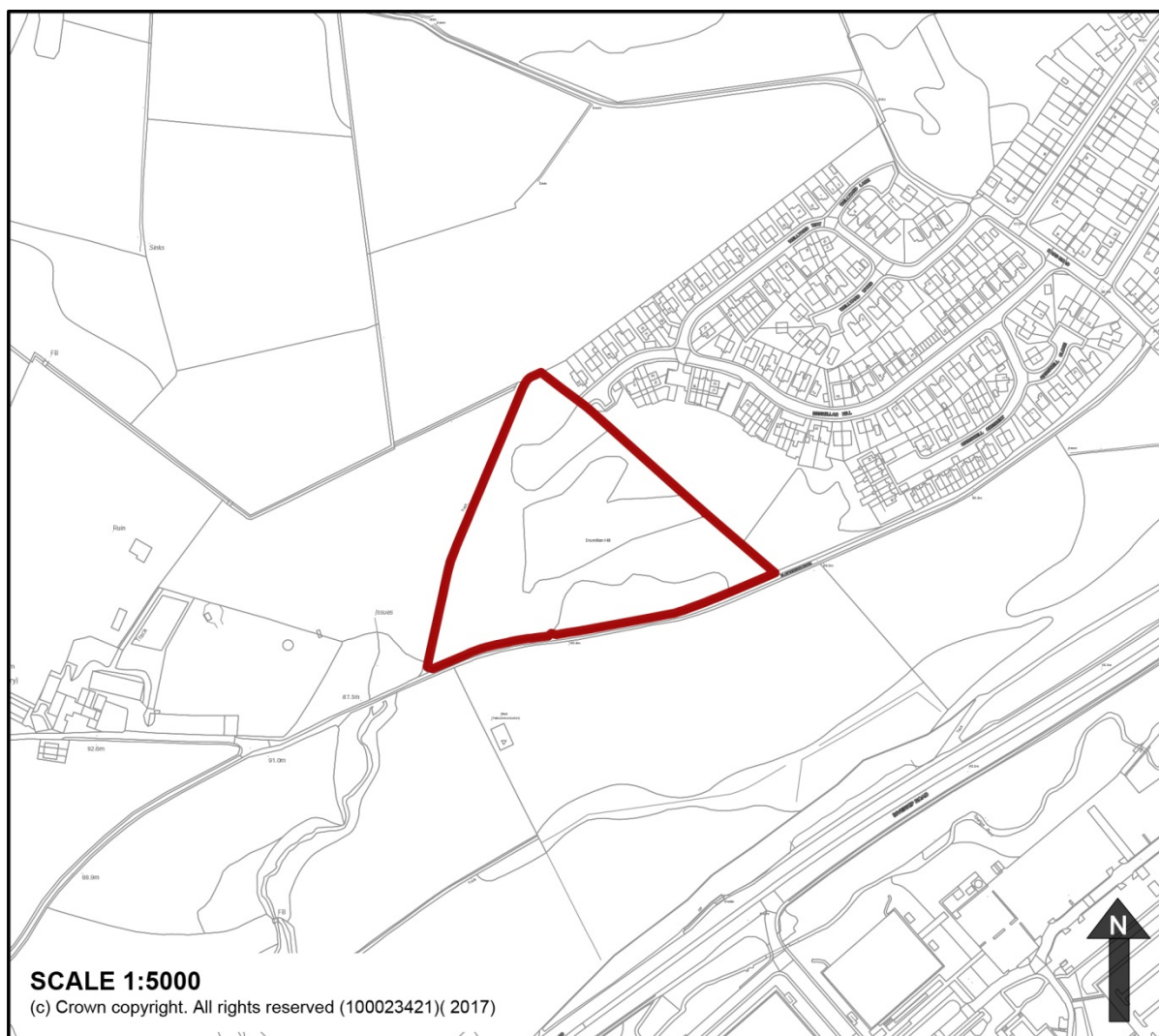
The site is covered by a TPO designation and there is a prominent historic garden feature on the site. There are also roads related constraints associated with site access and potentially with capacity issues on the A78(T).

The site offers an opportunity for the productive re-use of a previously developed and now unused site, and to provide a strategic opportunity to meet housing requirements in Inverclyde into the medium term through the creation of a new neighbourhood.

The site is included as a housing development opportunity in the Proposed Local Development Plan.

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	60 (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.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

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 (Comment from Council's Roads Service)	Main access from Drumillan Hill. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to surrounding neighbourhoods. Suitable visibility should be provided at all accesses. Potential capacity issue at junction of A78 Inverkip Road and Flatterton Road. Junction Assessment may be required.
Surrounding road network (Comment from Council's Roads Service)	Flatterton Road may need widened. Possible network capacity constraints on the A78. No access to be taken from Flatterton Road. Parking should be provided in accordance with approved

	<p>parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approximately 1.5km metres to Core Path Network.
Distance to public transport	<p>Approximately 750 metres to nearest bus stop.</p> <p>Approximately 1.7km metres to nearest train station.</p>
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

Key Agency Comments

Scottish Natural Heritage	This site forms part of a locally distinctive knoll, which helps define the landscape setting to existing development. The site is currently used for passive recreation, offering key views of the surrounding landscape. Development would have adverse impacts on local landscape character and would compromise landscape setting.
Scottish Environment Protection Agency	<p>Flooding: Small watercourse flowing on the boundary of the site, potential fluvial flood risk from this source. Areas of surface water flooding indicated within the site. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourse.</p> <p>Water Environment: Site is located on the edge of the sewer catchment area and discussions should be had with Scottish Water to determine feasibility to connect. If connection is not possible the developer will need to determine appropriate foul drainage arrangements and discuss with our local Regulatory team.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry	None

Summary and Conclusion

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

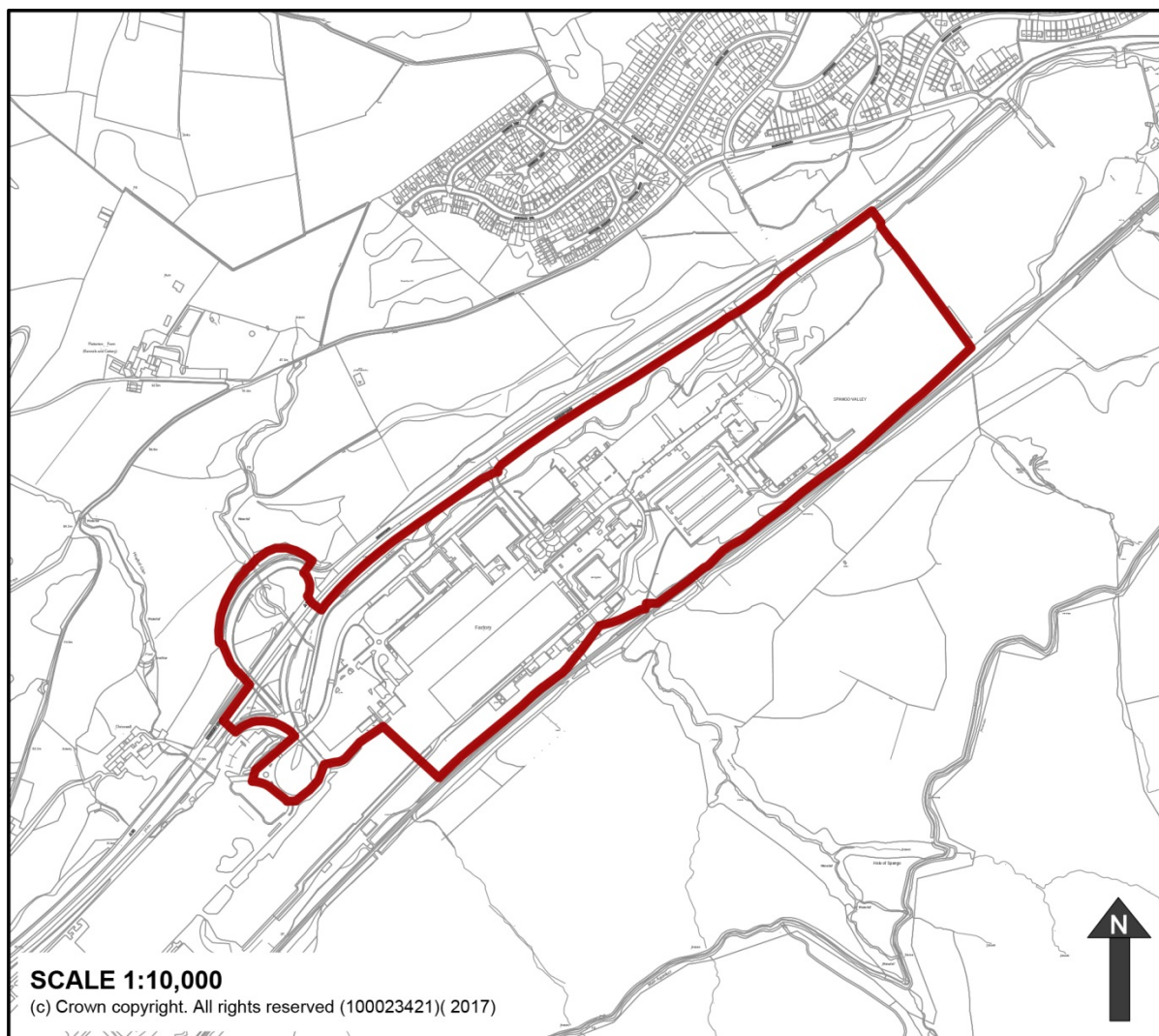
The site is elevated and sloping and its development would have an adverse landscape impact. Its development would extend the built-up area westwards without forming a robust green belt boundary to prevent further westwards expansion. Development would also leave an undeveloped area between the new development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

There is no evidence of developer interest in this site.

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

Site Details

Site name	Spango Valley (north)
Settlement	Greenock
Call for Sites reference	037
Site size (ha)	30.2 (Development Area 17.5ha)
Current use	Business and industry (largely vacant)
Existing LDP allocation	Major Area of Change
Proposed use	Residential led mixed use



Proposal

Owner/Developer	Mixed private
Proposed Use	Residential led mixed use
Number of houses/floorspace	225 dwellings (Council estimate)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium/high risk of surface water and fluvial flooding on part of site. Site is on edge of Inverclyde Sewer Catchment. The GCV Green Infrastructure Study (GI) identifies a number of opportunities to enhance watercourses,

	including daylighting Spango Burn. Development Framework and masterplan to reflect GI Study.
Biodiversity, Flora and Fauna	Habitat survey identified suitable habitat for badgers, breeding birds and recently fledged birds. The GCV Green Infrastructure Study also identifies several opportunities for biodiversity enhancements. Development Framework and masterplan to reflect habitat survey and GI Study.
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	While an initial ground condition survey indicated that there are no contamination issues from former industrial uses, further detailed ground investigation is required. If contaminants are present, development would have a positive impact through land remediation.
Landscape	Potential positive impact through redevelopment of existing vacant/derelict buildings The preparation of a masterplan (covering the whole Spango Valley site) should take account of the existing Landscape Framework and set out appropriate siting, design and any mitigation measures.
Material Assets	Positive impact through re-use of brownfield land
Cultural Heritage	No significant impacts on cultural heritage assets identified
Population and Human Health	New development will be required to contribute to green infrastructure provision, e.g. through appropriate Suds, landscaping and open space 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 through the site and the wider countryside. While the site is not within accessible walking distance of existing local services – 2.31km, the proposal includes a neighbourhood centre.

Planning History

Planning Application History	Various related to previous uses
Previous Plan - Reporters Comments	<p><i>Extract below is from 2014 Local Development Plan Examination Report and is in respect of the Valley Park site which forms the north-western-most part of the larger site considered here.</i></p> <p>The site in question is a low lying block of undeveloped, neglected open ground located between a school immediately to the east and major office and research premises to the west. The site in question is proposed for mixed use development. There is one letter of support for this designation whilst the other representations seek its retention as an industrial site, at least until the plan is next reviewed.</p> <p>I note that the site has been the subject of pre-application discussions involving the landowner and the council - and a draft development framework has been produced. This aims to integrate green</p>

	<p>infrastructure into any scheme promoted here through a planning application expected in 2014. The council confirms that other matters, such as flooding and access, would also be addressed in detail as part of the processing of any planning application.</p> <p>Based on the available evidence, I am satisfied that the planning authority is taking a logical and constructive approach to securing appropriate development for this particular site - in the context of the neighbouring land uses and the prevailing difficult market conditions in respect of business and industrial land in the area. I also share the reservations expressed about the problems that might be associated with housing development of this low lying, poorly drained site that would be isolated from other housing. This is exacerbated by the proximity of the A78 road that forms the northern boundary of the site. This main road acts as a barrier separating this site from the housing areas to the north that are on higher ground. In summary, I conclude that the council is justified in arguing that there should be no modification to the proposed designation in the new development plan in response to the representations lodged.</p>
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	<p>The 'Vision' for the site is to create a sustainable residential destination with a function in its own right that will provide an attractive and distinctive landscape setting, and benefit from the attractive semi-rural setting adjacent to the Clyde Muirshiel Regional Park. The site will provide a masterplanned community with new homes and associated facilities. The Vision will encourage integration with the surrounding natural environment to deliver an attractive and sustainable development. This will be complemented with a range of appropriate commercial uses including tourism/leisure and also provide an element of industrial/business uses. It is considered that the site offers the potential to be developed to deliver an exciting mix to meet residential needs of the proposed residential community but also provide wider benefits through employment and commercial facilities for the location. The final mix of these uses will required some flexibility in order to respond to market opportunities and expectations</p> <p>The findings of the various technical studies all illustrate the overall effectiveness of the Spango Park site by identifying a lack of potential constraints and providing associated mitigation measures where required. These matters will clearly require further refinement as the project progresses.</p> <p>The loss of an element of the site currently allocated for industrial and business purposes to residential use is considered appropriate. There is suitable supply of industrial and business land within the wider area added to the fact that take up in the region is low.</p> <p>We recommend the site is promoted through the LDP process as a residential led mixed use allocation. The proposed uses would relate to the following:</p> <ul style="list-style-type: none"> • Housing development opportunity – 60% • Commercial uses – 40% (Incorporating a mix of Class 4, 5, 6 Business and Industrial and Commercial including leisure/tourism related uses and renewable energy proposals)

	The precise split of uses within the commercial element of the proposals will be informed by market interest and reaction with the key objective being to deliver employment, and positively contribute to the redevelopment of the site as a whole.
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Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Main access from A78 slip roads. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estates. Provide cycle links through the development to surrounding network. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Possible network capacity issues on A78T. Provide road links which would allow bus services to penetrate the site. Provide pedestrian, cycle and vehicle links to the rail station including a car park to encourage park and ride. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	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.

Key Agency Comments

Scottish Natural Heritage	We note that this is an allocated site, but are unclear if there is a detailed planning proposal. The site has an established landscape framework and is on the edge of the existing settlement, offering potential opportunities to improve
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	access to the wider countryside – siting, design and mitigation requirements could usefully be set out in a development brief to guide the detailed design stages.
Scottish Environment Protection Agency	Flooding: Potentially a culverted watercourse through the site (route unknown), potential fluvial flood risk from this source. Spango Burn flows through the site, large parts of the site indicated as being at fluvial flood risk from this source. Culvert on Spango Burn at site access road, may increase flood risk. Part of the site at surface water flood risk. Water Environment: Site is located on the edge of the sewer catchment area and discussions should be had with Scottish Water to determine feasibility to connect. If connection is not possible the developer will need to determine appropriate foul drainage arrangements and discuss with our local Regulatory team.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

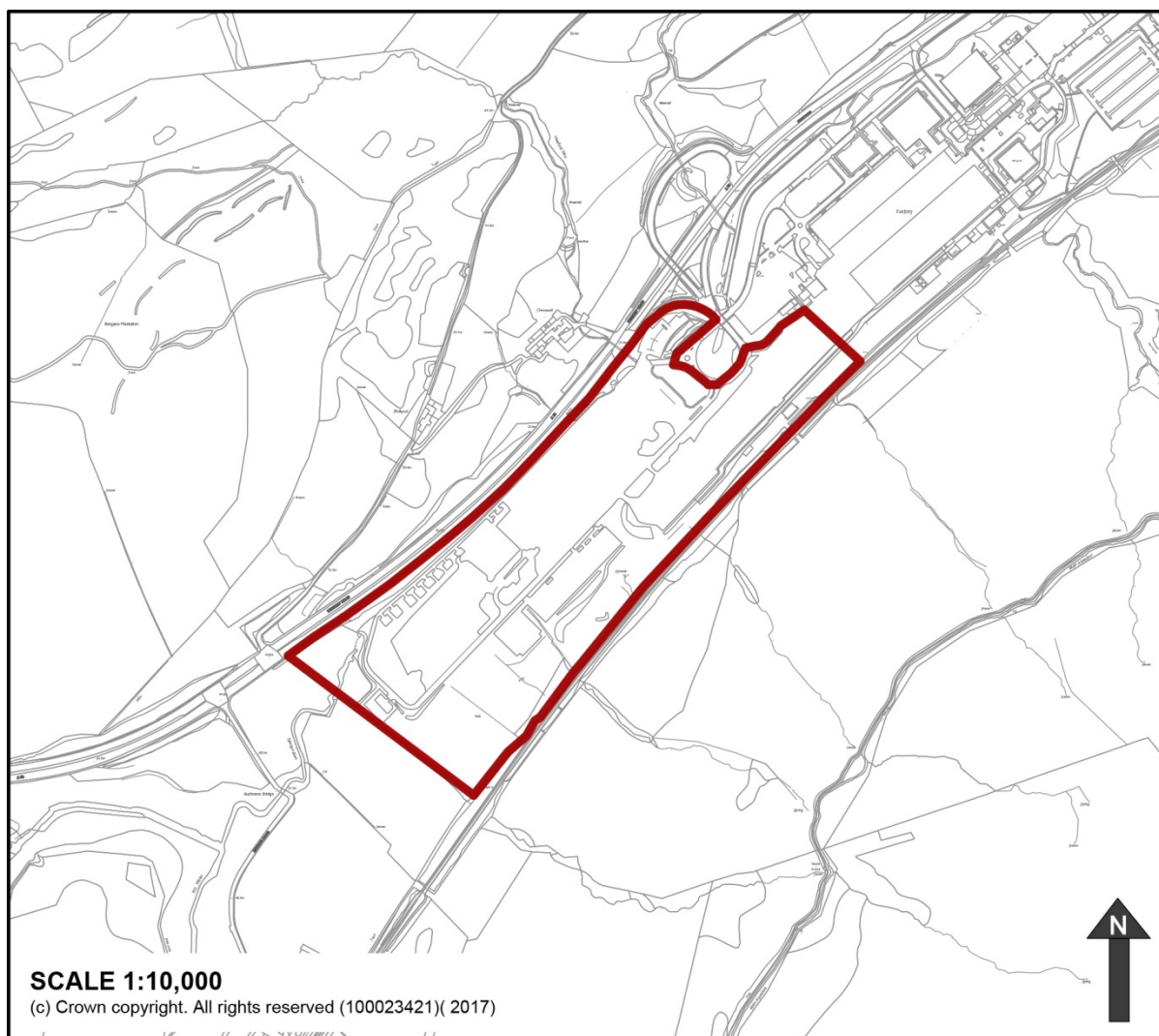
There are no environmental designations affecting the site. There could be technical issues associated with network capacity on the A78T.

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

The site is identified as a Priority Place in the Proposed Local Development Plan with a mixed use designation.

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 Change



Proposal

Owner/Developer	Private
Proposed Use	Residential led mixed use
Number of houses/floorspace	170 (MIR submission)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium/high risk of surface water and fluvial flooding on parts of the site. The GCV Green Infrastructure Study for Spango Valley identifies a number of opportunities to enhance watercourses, including daylighting Spango Burn, which runs along northern part of the site. The

	Development Framework and masterplan should reflect the GI study.
Biodiversity, Flora and Fauna	The proposal and existing GCV Green Infrastructure study identify opportunities for biodiversity enhancements, which should be reflected in the Development Framework and masterplan. Impact on protected species not known.
Climatic Factors	Car travel and associated emissions would 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	While initial ground investigation indicated that there are no contamination issues on site, further detailed investigation is required. Positive impact through land remediation if contaminants are present.
Landscape	Unlikely to have any significant impacts. The preparation of a masterplan (covering the whole Spango Valley site) should take account of the existing Landscape Framework and set out appropriate siting, design and any mitigation measures.
Material Assets	Positive impact through re-use of brownfield land.
Cultural Heritage	No impacts on cultural heritage assets identified
Population and Human Health	New development will be required to contribute to green infrastructure provision, e.g. through appropriate Suds, landscaping and open space. GCV Green Infrastructure Study also identifies a number of measures to enhance green infrastructure provision. Opportunity to create 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.

Planning History

Planning Application History	Various related to previous uses
Previous Plan - Reporters Comments	None
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	<p>This site has the capacity to accommodate circa 170 homes (including affordable), 14,000 sqm commercial / business, retail / community uses. Careful consideration has been given to the site to ensure that proposals can form a sustainable development with appropriate levels of amenity.</p> <p>Total site area 19.2ha</p> <ul style="list-style-type: none"> • Open space / non developable: 8.1ha (42.17% of gross site area) including 2.3ha of usable open space that will provide an opportunity to enhance the existing public open space provision and green network linkages with the surrounding area, as well as SUDS provision, riparian corridors and structure planting in accord with the aims of proposals contained within the IGI Study. Improvements to

	<p>the Spango Burn will improve the hydrology of the site and surrounding area. Improvements will also provide biodiversity and habitat improvements.</p> <ul style="list-style-type: none"> • Commercial / Industrial: 3.4ha (30.8% of net developable) (17.84% of gross site area), forming a new mixed use community hub (village centre) that will provide services to both residential and commercial uses. • Residential: 7.7ha (69.2% of net developable) (39.9% of gross site area) <p>The proposed form of development has been restricted to the central section of the site, providing open space and landscape screening to the northern and southern site boundaries. This will mitigate any visual, acoustic and air quality effects from adjacent infrastructure and meeting the Councils requirement for open space in residential developments.</p> <p>When compared to the proposals submitted in response to the Councils call for sites, the commercial uses have been extended to the first of the landscape breaks. This addresses the Councils concerns and forms clearly defined zones.</p> <p>The site is immediately effective and could be constructed over the period of the LDP2.</p>
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Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	<p>Main access from A78 slip roads. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estates. Provide cycle links through the development to surrounding network. Suitable visibility should be provided at all accesses.</p>
Surrounding road network (Comment from Council's Roads Service)	<p>Possible network capacity issues on A78T.</p> <p>Provide road links which would allow bus services to penetrate the site. Provide pedestrian, cycle and vehicle links to the rail station. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approximately 1.8km metres to Core Path Network.
Distance to public transport	<p>Adjacent to bus stop. Train station within site.</p>

Distance to town/local centre	Approximately 2.3km.
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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.

Key Agency Comments

Scottish Natural Heritage	We note that this is an allocated site, but are unclear if there is a detailed planning proposal. The site has an established landscape framework and is on the edge of the existing settlement, offering potential opportunities to improve access to the wider countryside – siting, design and mitigation requirements could usefully be set out in a development brief to guide the detailed design stages.
Scottish Environment Protection Agency	Flooding: Potentially a number of culverted watercourses through the site, potential fluvial flood risk from this source. Spango Burn flows through the site, large parts of the site indicated as being at fluvial flood risk from this source. Culvert on Spango Burn at site access road, may increase flood risk. Part of the site at surface water flood risk. Water Environment: Site falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and conclusion

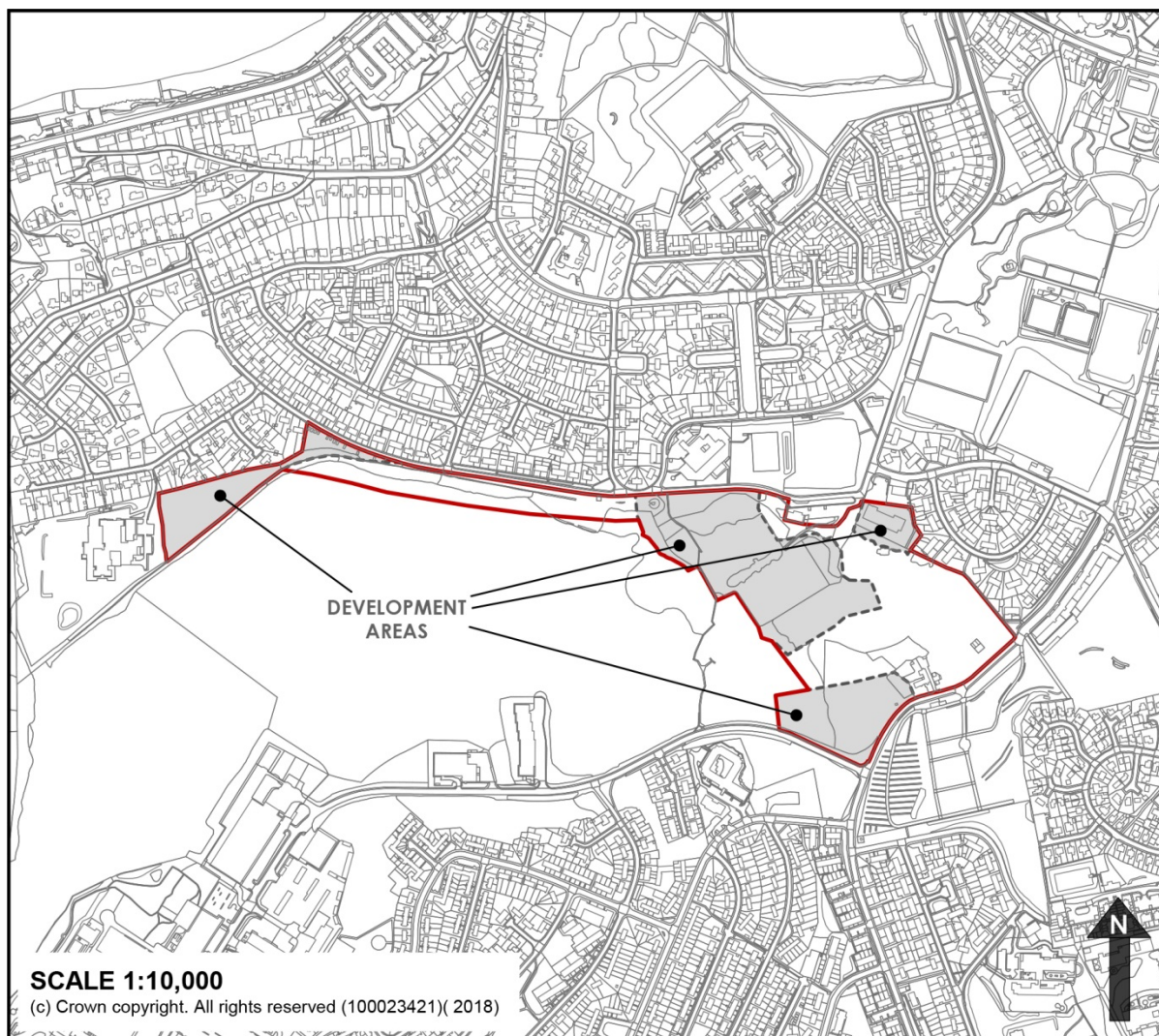
There are no environmental designations affecting the site. There could be technical issues associated with network capacity on the A78T.
The site is previously developed and housing development as part of a mixed use

development would be an appropriate re-use.

The site is identified as a Priority Place in the Proposed Local Development Plan with a mixed use designation.

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



Proposal

Owner/Developer	Mixed
Proposed Use	Residential
Number of houses/floorspace	152 (MIR submission)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential adverse impacts on multiple watercourses flowing through site, but also potential positive impacts through deculverting. Potential adverse impact on GWDTE's within marshy areas. Medium to high surface water flood risk on

	part of site and potential fluvial flood risk from watercourses.
Biodiversity, Flora and Fauna	Adverse impact on an area of semi-natural woodland and the Burneven SINC to the east of the blaes pitches. Impact on protected species not known. Development Brief to identify appropriate developable areas and any necessary mitigation measures.
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	Positive impact through redevelopment of brownfield area, which may also be contaminated, from previous use as a coppermine. Adverse impact through development of greenfield area, i.e. soil sealing and compaction.
Landscape	Site is on steeply rising ground with significant areas of woodland, which provide a strong landscape setting and positive settlement boundary. Potential for adverse impacts on landscape character and setting. Development Brief to identify developable areas, siting and design principles and any mitigation measures.
Material Assets	Positive and adverse impacts as proposal would redevelop brownfield land and reduce greenfield land.
Cultural Heritage	No known impacts on cultural heritage
Population and Human Health	New development will be required to contribute to green infrastructure, e.g. through appropriate Suds, landscaping and open space. No impact on active travel routes as site is 718m from the network. Proposal seeks to upgrade existing pedestrian link through site. Site is within an accessible walking distance of local services – 1.15km.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	Updated masterplan submitted reducing the volume of housing at Larkfield Road, incorporating an upgraded pedestrian link between Kirn Drive and Larkfield Road, reducing development outwith the blaes pitches, incorporating the findings of a detailed desktop study and discussions with the Council's roads department.

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 around housing on eastern part of site.

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Main access from Larkfield Road and Kirn Drive. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estates including a link through the site from Larkfield Road to Kirn Drive. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Kirn Drive requires to be widened. Footway to be provided along frontage of development site on Larkfield Road and Kirn Drive. Provide pedestrian links to neighbouring bus stops. Provide road links which would allow bus services to penetrate the site. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified Flood Risk Assessment required in accordance with policy.
Active travel options	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.

Key Agency Comments

Scottish Natural Heritage	<p>This site is on steeply rising ground and heavily wooded. It defines the landscape setting and provides a positive edge to existing development. The site forms an established habitat corridor, with part of the site overlapping with an identified SINC. Development would have significant and adverse impacts on local landscape character and would significantly compromise the quality of the landscape setting.</p> <p>We note that this site includes a depot site accessed off Drumshantie Road and the site of St. Ninian's Primary School. If it is intended to allocate these two sites we suggest that further consideration could usefully be given to siting, design and mitigation, with requirements</p>
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	<p>being set out in the LDP.</p> <p>The remainder of the site appears to consist of recreational open space (including sports grounds, with associated community infrastructure) on rising ground, with large areas of established woodland. More open areas of the site, including the sports grounds, are visually and physically separated from adjoining built development, benefitting from this strong woodland landscape framework.</p> <p>We will defer to Sport Scotland's advice with regards the supply of formal sports grounds in the wider area. If there is proven to be an oversupply of formal sports ground and open space locally, we consider that other sites are likely to present better options for development in natural heritage and place quality terms.</p> <p><i>SNH comments following site visit with the developer and planning officer:</i></p> <p>SNH agreed that access might be possible, but considered that further work on layout was necessary to achieve a better topographical fit and minimise loss of trees. SNH indicated that further specimen tree planting should be undertaken to strengthen the wooded edge and that provision of footpaths and benches could be undertaken to enable appreciation of views.</p> <p>SNH agreed that there was likely to be some landscape capacity for development within the area containing the blaes pitches, but that impacts on the woodland habitat resource, including indirect impacts e.g. hydrological will need further consideration.</p> <p>SNH indicated that careful consideration of the development layout and development edges/interface with the woodland resource would be necessary, for example rear garden fences backing onto the remaining open space and habitat resource should be resisted to avoid any undesirable impacts from dumping of garden waste and pruning of non-garden vegetation by householders etc. Managed access with good natural surveillance/active development frontage is required.</p> <p>With regard to the area of secondary woodland at the east end of the blaes pitches, which contains willow-dominated woodland on former mining spoils, and is part of the Burneven SINC, SNH indicated that this woodland contributes to the overall woodland habitat network and that this requires further consideration. Forestry Commission Scotland should be consulted on any proposed woodland removal. Loss impact requires to be assessed during ecology survey work.</p>
Scottish Environment Protection Agency	<p>Flooding: Number of small watercourses flowing through the site, potential fluvial flood risk from this source. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourses. Number of culverts on the small watercourses which may increase flood risk.</p> <p>Water Environment: Site falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.</p>

	<p>Further comments:</p> <p>Whilst we have been consulted previously regarding this allocation (PCS 147389) we now hold information about the existing flood protection scheme that was not available to us when we initially responded. As such we are providing updated comments regarding this site. As in our previous response we have no objection to the site being allocated, however, further information will be required than we had previously indicated.</p> <p>Review of the SEPA Flood Maps indicates the area to be outwith the river and coastal flood extents. We also currently have no record of historical flooding in the area.</p> <p>A number of minor and partly culverted watercourses flow through the site boundary which could be the source of potential fluvial flood risk. Due to their small catchment size (<3km²) they have not been captured on SEPA Flood Maps.</p> <p>Given the presence of potentially culverted watercourses it should be noted that we require that buildings must not be constructed over any existing culverts or field drains (including a field drain) that are to remain active. The purpose of this requirement is to ensure that existing drains/culverts continue to function properly without causing harm to the building or to the health of the occupants. In general, buildings should not be constructed over culverts, sewers or drains. They should be re-routed, if reasonably practicable, or re-constructed where they cannot be re-routed and built development cannot be relocated to a lower risk area.</p> <p>A potential surface water flood hazard has also been identified and should be discussed with the Flood Risk Management Authority and Scottish Water. Appropriate surface water management measures should be adopted. Part of the site in question (to the east of St. Ninian's Primary School) is located within the medium probability extent of the surface water hazard map published as part of the flood maps for Scotland. The surface water hazard map combines pluvial and sewer model outputs. The map shows their interaction as a composite surface water extent. We also believe there is a culverted watercourse (the Gourock Burn) either flowing through or in close proximity of the site. Therefore, in this instance the surface water flood extents may be indicative of potential river flooding issues from this source.</p> <p>In addition the site contains flood defences which form part of the Earnhill Road, Gourock Flood Protection Scheme 2001 (FPS). We now have additional information available within the updated Scottish Flood Defence Asset Database (SFDAD) which indicates that the scheme involved upgrading of sections of a culverted watercourse, the Gourock Burn, to prevent and mitigate the flooding of the Earnhill Road, Kirn Drive and Drumshantie Road area of Gourock from the burn and its tributaries. The information we hold on the Flood Protection Scheme (FPS) indicates that the standard of protection (SOP) may not be sufficient and we recommend that the SOP is confirmed.</p> <p>We have concerns that the proposals may not comply with our new development management requirements particularly in relation to our position on development protected by a FPS. In particular, given the</p>
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	<p>site currently appears to be vacant land (according to OS mapping) there would most likely be an increase in vulnerability as a result of the proposals. As such, development may constitute an increase in overall flood risk. However, given the size of the potential allocation this is unlikely to affect the principle of development as it is likely that a sizeable part of the site will be at low risk.</p> <p>As per our comments at the Call for Sites stage, an assessment of flood risk is required to verify the potential flood risk. A basic Flood Risk Assessment (FRA), consisting of topographic information in the first instance, culvert route, FPS standard of protection and a detailed layout plan will be required to help verify the potential flood risk and developable extent.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

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. Kirn Drive would have to be widened in association with the development.

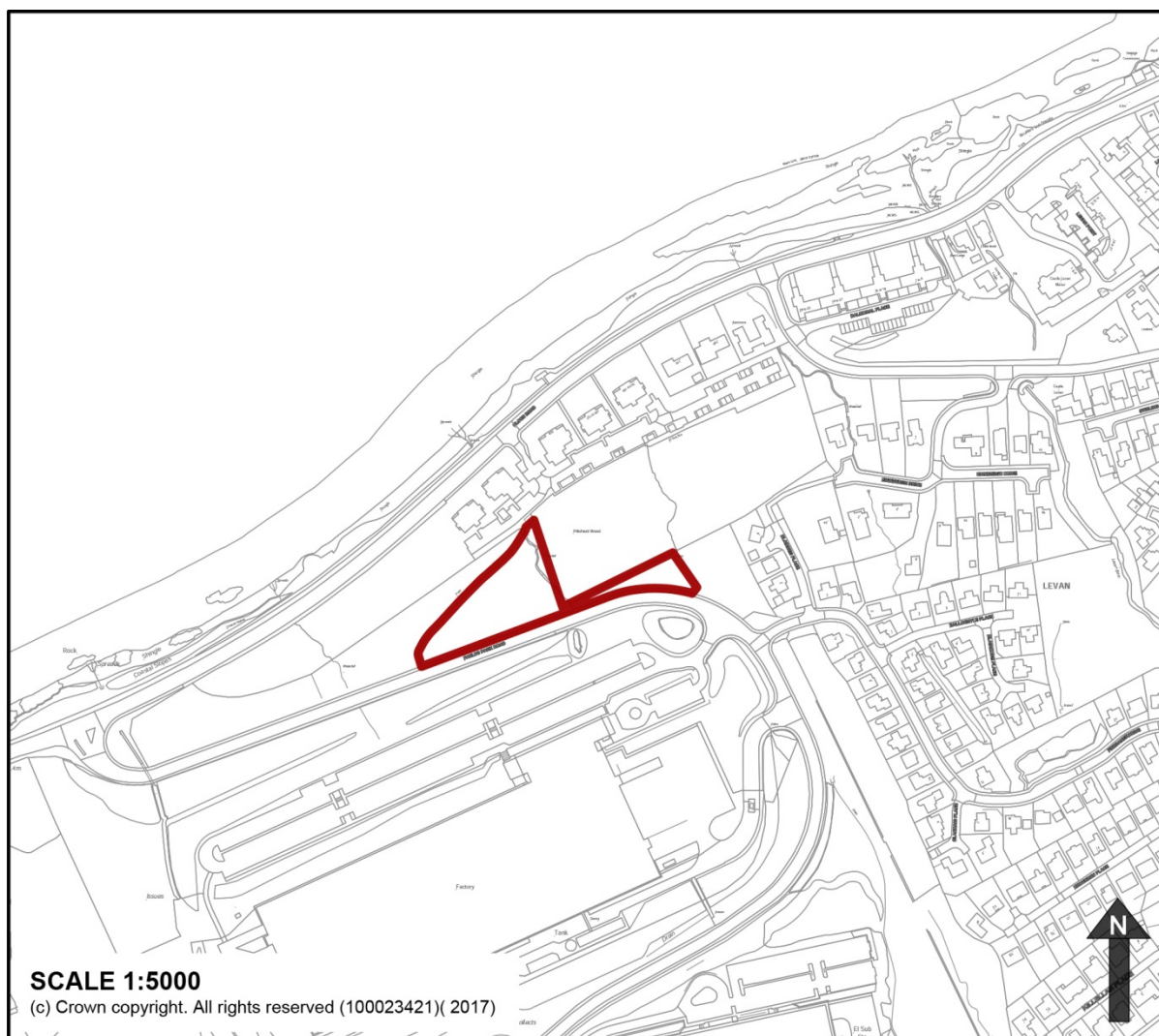
Development would involve the creation of a new green belt boundary. This would have to be robust to ensure that pressure for further green belt release is minimised, particularly on land to the east.

The site is in an area and of a size that may be of interest to volume housebuilders.

The site is included as a housing development opportunity in the Proposed Local Development Plan.

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	6 (Call for Sites submission)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	<p>Potential adverse impact on watercourse through site.</p> <p>Potential flood risk from the small watercourse and medium to high surface water flood risk adjacent to site.</p>

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	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

Planning History

Planning Application History	17/0208/IC Construction of a single dwellinghouse. Refused 10/10/2017.
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	<p>Possible issues associated with access being too close to bend on Faulds Park Road.</p> <p>Main access from Faulds Park Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development</p>
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	<p>Guide. Suitable visibility should be provided at all accesses.</p> <p>For the eastern element of the site the applicant will require to demonstrate that sufficient forward visibility can be provided for vehicles travelling south-westwards to have sufficient distance to view and stop safely if a vehicles existing the site and turning right is in the road.</p>
Surrounding road network (Comment from Council's Roads Service)	<p>Parking should be provided in accordance with approved parking standard.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approximately 280 metres to Core Path Network.
Distance to public transport	<p>Approximately 580 metres to nearest bus stop.</p> <p>Approximately 4.1km metres to nearest train station.</p>
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 Gourock.
Does a proven housebuilder have an interest in the site?	No.
Is there evidence of housing demand/need in the area proposed?	Homes for Scotland has identified Inverclyde West as 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

Key Agency Comments

Scottish Natural Heritage	This site is within a SINC and is currently semi-natural woodland. Development would have adverse impacts on local landscape character.
Scottish Environment Protection Agency	<p>Flooding: Small watercourses flowing through / on the boundary of the site, potential fluvial flood risk from this source. Culvert on the small watercourses which may increase flood risk. Areas of surface water flooding indicated adjacent to the site.</p> <p>Water Environment: Sites falls within Inverclyde sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport	None

Scotland	
Forestry Commission Scotland	None

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.

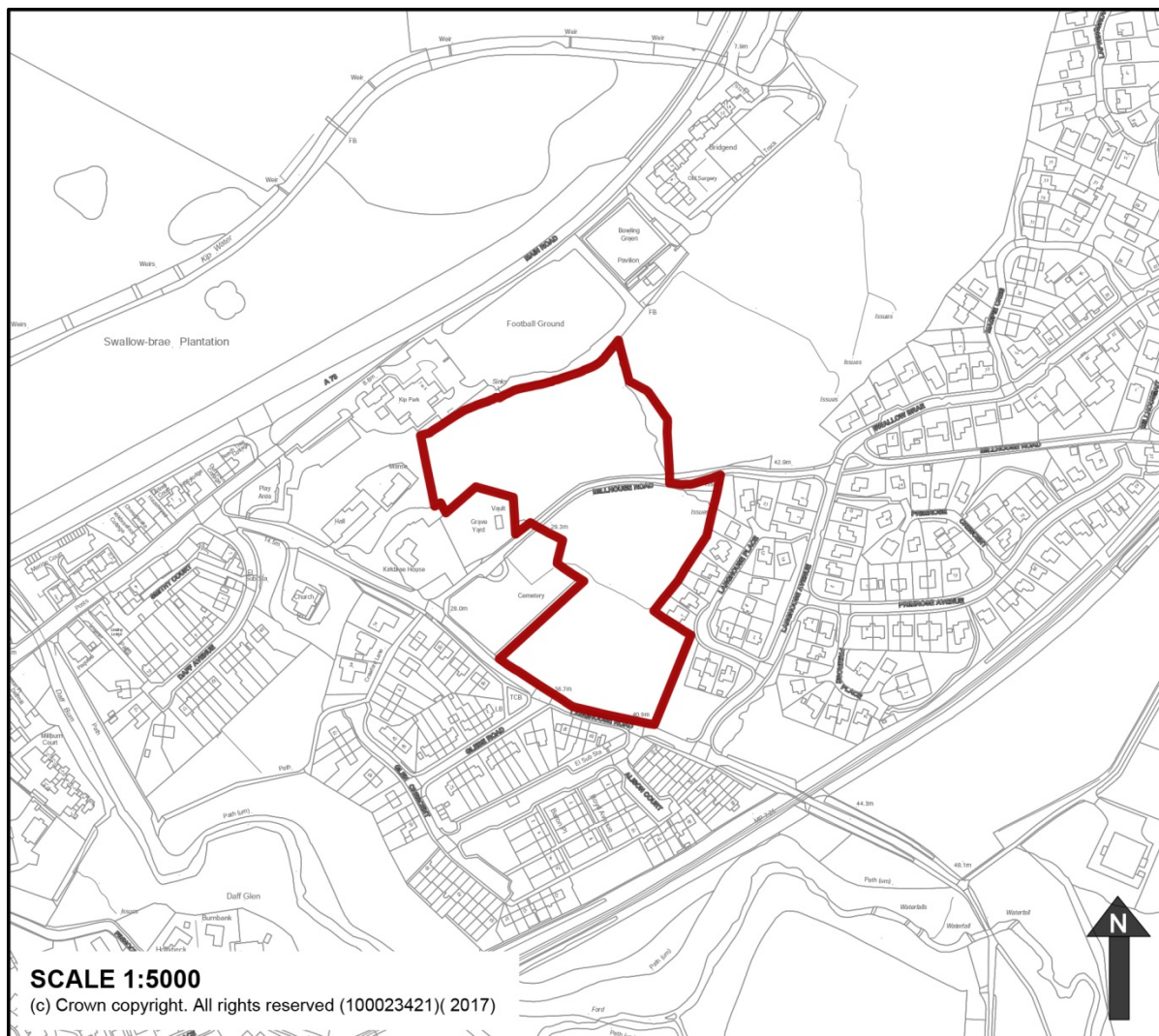
Permission was refused in October 2017 for the construction of a single dwellinghouse due to the impact on the SINC, TPO, the landscape and the incompatibility of a dwellinghouse so close to industrial uses.

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

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

Site Details – change boundary?

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)



Proposal

Owner/Developer	Church of Scotland General Trustees
Proposed Use	Residential
Number of houses/floorspace	25 (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	Potential for adverse impacts. Development Brief to set out appropriate siting and design principles and any
Material Assets	Adverse impact as 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	New development will be required to contribute to green infrastructure, e.g. through appropriate Suds, landscaping and open space. No impact on active travel routes as site is 385m from the network. Within an accessible walking distance of local services – 373m

Planning History

Planning Application History	IC/08/053 Erection of 26 detached houses and formation of new access roundabout. Withdrawn 08/04/2014
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	<p>Main access from Millhouse Road.</p> <p>To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide.</p> <p>Provide pedestrian links to neighbouring residential estates.</p> <p>Provide cycle links through the development to surrounding network.</p> <p>Suitable visibility should be provided at all accesses.</p>
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	Potential capacity issue at junction of A78 and Main Street. Junction Assessment may be required.
Surrounding road network (Comment from Council's Roads Service)	<p>Possible network capacity constraints on the A78.</p> <p>Access possible from Langhouse Road.</p> <p>Footway to be provided along frontage of development site on Millhouse Road.</p> <p>Requires 30mph speed limit to be extended from Langhouse Road to a point beyond the access Langhouse Avenue.</p> <p>Provide pedestrian and cycle links to eastern shopping area and Community Centre.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site and Millhouse Road.</p> <p>Self-certified Flood Risk Assessment required in accordance with policy.</p>
Active travel options	Approximately 390 metres to Core Path Network.
Distance to public transport	<p>Approximately 280 metres to nearest bus stop.</p> <p>Approximately 900 metres to nearest train station.</p>
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 2024?	Yes.

Key Agency Comments

Scottish Natural Heritage	The part of this site that is allocated in the current LDP would benefit from a development brief that sets out siting, design, access and mitigation requirements to guide the detailed design stages.
Scottish Environment Protection Agency	<p>Flooding: Small watercourses flowing through the site, potential fluvial flood risk from this source. Culvert on the small watercourses which may increase flood risk. Areas of surface water flooding indicated within the site.</p> <p>Water Environment: Site falls within Inverclyde Sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.</p>
Scottish Water	None

Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

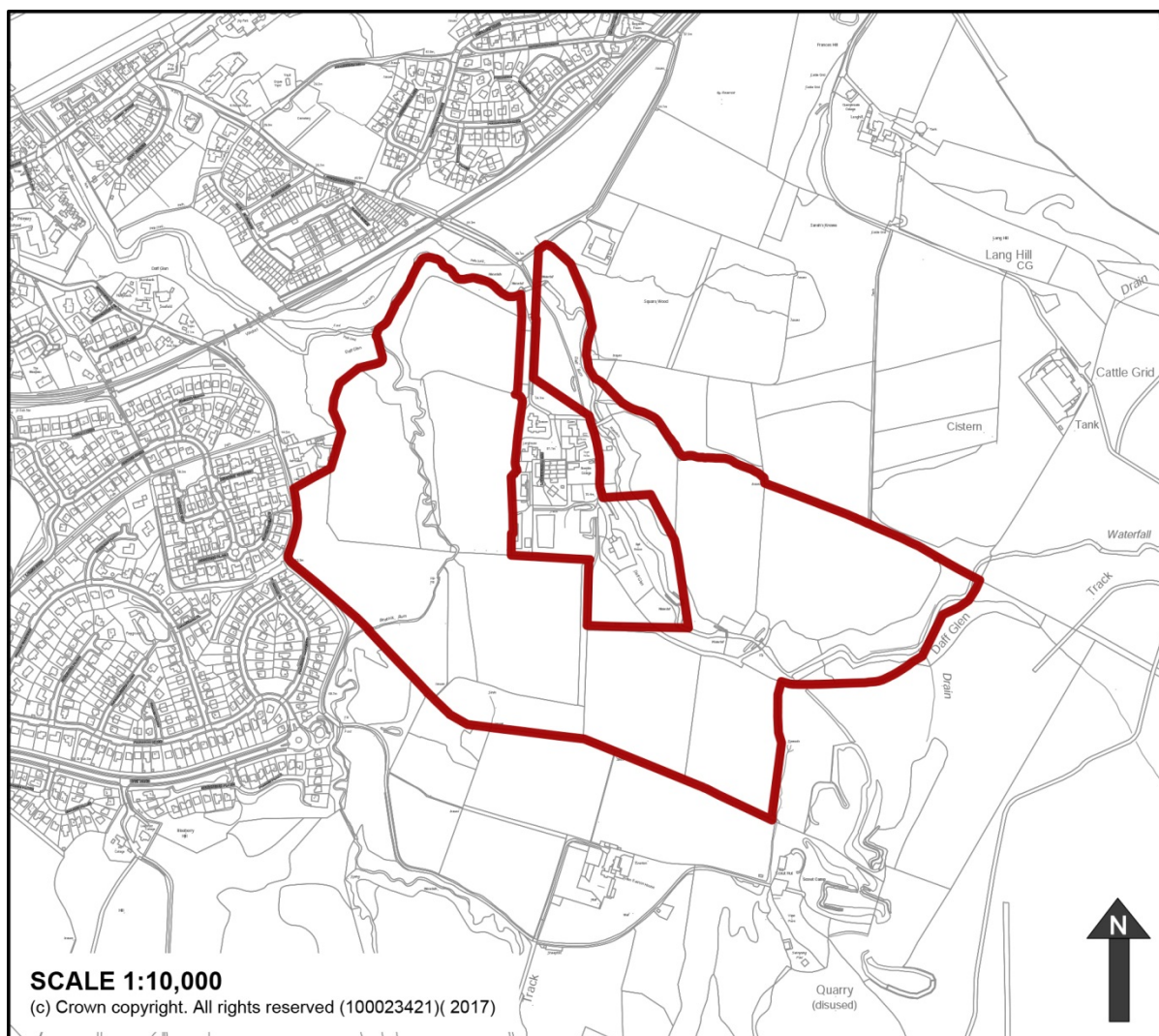
No major environmental or technical constraints to the development of the site.

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.

The site is included as a housing development opportunity in the Proposed Local Development Plan.

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	625 (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

Planning History

Planning Application History	IC/00/279 Proposed golf driving range. Granted 09/02/2001
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

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 (Comment from Council's Roads Service)	Multiple accesses required from Langhouse Road and Finnockbog Road. Both roads are narrow and may have capacity issues on the roads, Main Street and at multiple junctions. Transport Assessment will be required. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estates. Provide cycle links through the development to surrounding network. Suitable visibility should be provided at all accesses.
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	Potential capacity issue at junctions of A78 and Main Street. Junction Assessment may be required.
Surrounding road network (Comment from Council's Roads Service)	<p>Possible network capacity constraints on the A78.</p> <p>Footway to be provided along frontage of development site. Requires 30mph speed limit to a point beyond the last access points to the development.</p> <p>Provide pedestrian and cycle links to surrounding areas. Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approximately 160 metres to Core Path Network.
Distance to public transport	<p>Approximately 790 metres to nearest bus stop.</p> <p>Approximately 1.4km metres to nearest train station.</p>
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.

Key Agency Comments

Scottish Natural Heritage	<p>This is a reasonably prominent site, on rising ground, it is heavily wooded in parts, helping to define the landscape setting of Inverkip and forming part of a larger habitat network.</p> <p>Development of the whole of this site would represent a significant eastward expansion, which would serve to bring development out of the relatively well-contained setting which the village currently occupies, leading to likely adverse impacts on the local landscape character and landscape setting.</p> <p>There might be some landscape capacity in the western part of the site, which is lower lying and more contained in landscape terms. Further more detailed study would be required to establish capacity and a carefully considered approach to siting and design would be necessary if adverse landscape impacts are to be avoided.</p>
Scottish Environment Protection Agency	<p>Flooding: Fluvial flood risk from the Daff Burn and the Beatoch Burn. Number of small watercourses flowing through the site (including the Beatoch Burn), potential fluvial flood risk from this source. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourses. Areas of surface water flooding indicated</p>

	<p>within the site.</p> <p>Water Environment: Site located on the edge of the sewer catchment area but discussions should be made with Scottish Water to determine feasibility to connect. If not possible the developer will need to determine appropriate foul drainage arrangements and discuss with the local Regulatory team.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	<p>This potential allocation is located in very close proximity to <i>SM 12814 Kirkbrae House</i>, which is a scheduled monument. We understand that the northern part of this site is identified as open space in the current LDP.</p> <p>We would encourage your Council to consider the potential impact of the proposed housing on the setting of this monument in your determination of this allocation.</p>
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

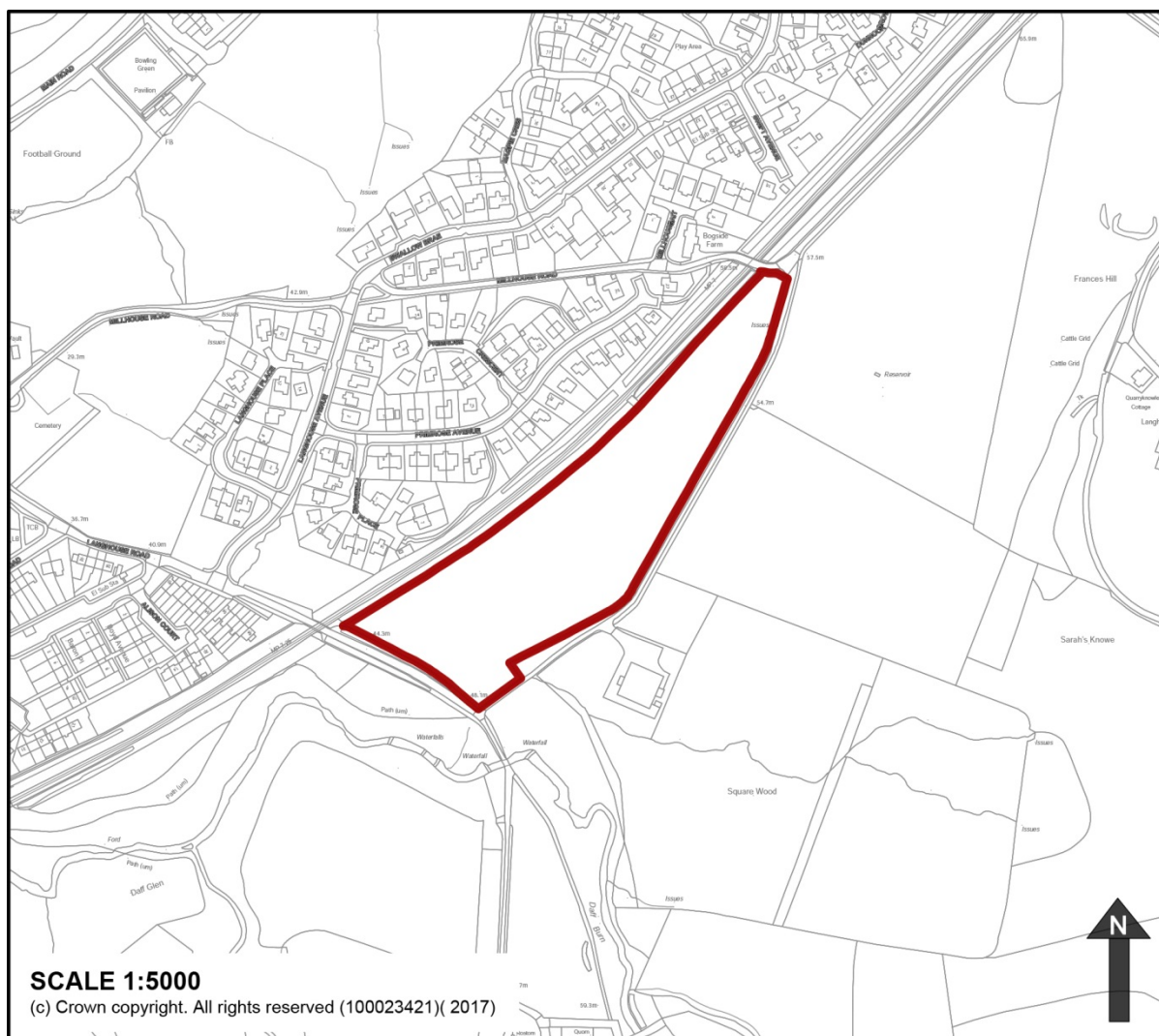
Much of the site is covered by a SINC. Potential road capacity and flooding issues require to be investigated, as does potential impacts on the Scheduled Monument at Kirkbrae House.

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.

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

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	60 (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 SINC, 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.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

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 (Comment from Council's Roads Service)	Main accesses from Langhouse Road and Millhouse Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estates. Provide cycle links through the development to surrounding network. Suitable visibility should be provided at all accesses. Potential capacity issue at junction of A78 and Main Street. Junction Assessment may be required.
Surrounding road network (Comment from Council's Roads Service)	Possible network capacity constraints on the A78. Footway to be provided along frontage of development site. Requires 30mph speed limit to a point beyond the last

	<p>access points to the development.</p> <p>Provide pedestrian and cycle links to surrounding areas.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Approximately 50 metres to Core Path Network.
Distance to public transport	<p>Approximately 590 metres to nearest bus stop.</p> <p>Approximately 1.2km metres to nearest train station.</p>
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.

Key Agency Comments

Scottish Natural Heritage	This site is relatively discrete and well contained in landscape terms. More detailed consideration would need to be given to landscape capacity, but this site could potentially provide a natural extension to the existing settlement if appropriately taken forward with site briefs and masterplanning.
Scottish Environment Protection Agency	<p>Flooding: Small watercourse flowing through / on the boundary of the site, potential fluvial flood risk from this source. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourse.</p> <p>Water Environment: Site falls within Inverclyde Sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport	None

Scotland	
Forestry Commission Scotland	None

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.

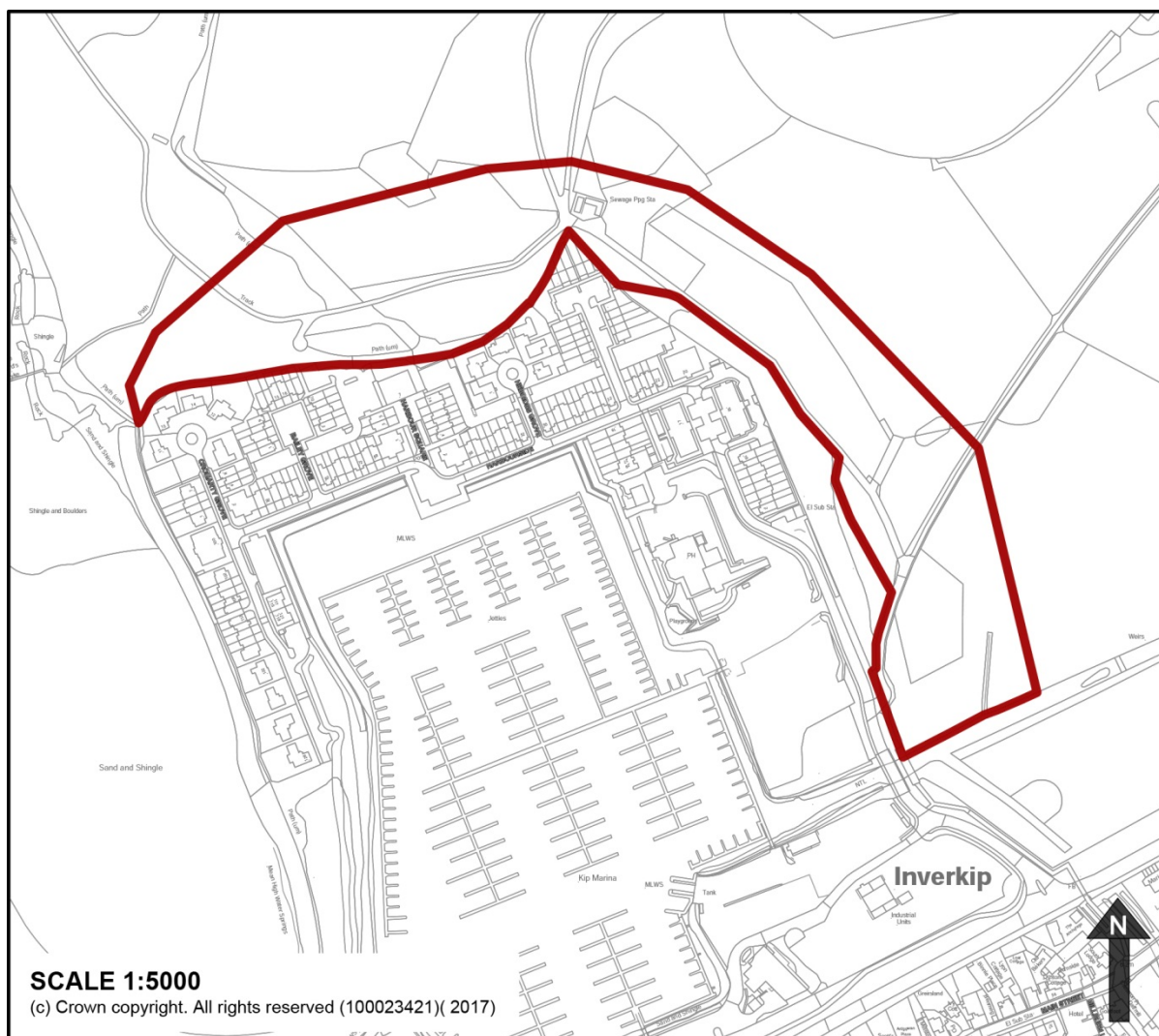
The site is of a size and in a location that would attract volume housebuilders.

The preferred option for meeting housing land requirements in the Inverclyde HMA is a brownfield strategy.

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

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	150 (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 Garden and Designed Landscape. 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

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

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 (Comment from Council's Roads Service)	Main accesses from Harbourside. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian and cycle links to neighbouring residential estates, N753 and A78 overpass. Suitable visibility should be provided at all accesses.
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	Potential capacity issue at junction of A78 and Main Street. Junction Assessment may be required.
Surrounding road network (Comment from Council's Roads Service)	Potential network capacity issues on A78T. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	Adjacent to Core Path Network.
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 likely that development would be delivered on the site during the Plan period i.e. by 2024?	No.

Key Agency Comments

Scottish Natural Heritage	We agree with your assessment. Very small parts of a SINC are also within this proposed site.
Scottish Environment Protection Agency	Flooding: Large part of the site at fluvial flood risk from the Kip Water. Areas of surface water flooding indicated within the site. Adjacent to coastal flood extent. Water Environment: Site located on the edge of the sewer catchment area but discussions should be made with Scottish Water to determine feasibility to connect. If not possible the developer will need to determine appropriate foul drainage arrangements and discuss with the local Regulatory team. Baseline Waterbody: Kip Water waterbody ID 10372 Heavily Modified waterbody Bad Ecological potential due to hydromorphology / hydrology pressure from WTW. Improvement measures identified are for WTW flow regulation so nothing to be addressed though any development.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment	This potential allocation is located entirely within <i>Ardgowan House Inventory GDL 00021</i> . The designed landscape at Ardgowan, which is a

Scotland	<p>good example of the work of the Scottish landscape designer James Ramsay, dates from around 1800. The parkland, woodland and gardens provide an impressive setting for the category A-listed Ardgowan House and make a significant contribution to the local scenery. The designed landscape of Ardgowan has been laid out on the relatively flat coastal area, although the mansion and former castle were built on a higher elevation on the raised beach, 60 feet above the surrounding land. Ardgowan House thus commands extensive views over the Firth of Clyde to the north, west and south.</p> <p>The site is located entirely within Ardgowan Garden and Designed Landscape (GDL), at the southern extremity of the designed landscape, and is proposed for residential development, the number of units not specified. The site is located immediately north and east of the existing footprint of residential development at Kip Marina, which is located outside the boundary of the designed landscape. The area proposed for residential development within The site would thus potentially occupy Ardgowan GDL policy land that is currently under mixed age woodland, parkland and path network.</p> <p>The designed landscape at Ardgowan is very visible from the surrounding woods and the policy woodlands and parks are particularly significant in the views from the A78 (T). For example, on approach from the south on the A78, the existing established residential development to the north of Kip Marina is already highly visible against the backcloth of Ardgowan designed landscape, viewed as a combination of policy woodland near the shore and parkland on the higher elevation of the raised beach. The proposed north section of the site would potentially significantly increase the built footprint of development north of Kip Marina, and may thus significantly increase the adverse impact of such development on views towards Ardgowan designed landscape.</p> <p>The parkland at Ardgowan retains the design drawn up by James Ramsay and contains some particularly fine parkland trees including some oak trees dating from the 18th century. On approach from the north on the A78, long views across the relatively level parkland, resplendent with mature parkland specimen trees and tree groups, signal the presence of the designed landscape. The eastern arc of the proposed site, is located at the southern culmination of those long views, at the southern extremity of the parkland, and may appear as an unacceptable intrusion in this location. Given that much of the land of this eastern arc of the site is currently occupied by Ardgowan policy semi-mature woodland and some parkland, development in this location would compromise the integrity of the GDL.</p> <p>Thus, due to the potential for loss of policy parkland and woodland and the potential visual intrusion of the proposed development associated with the site, we have significant concerns regarding the impact on the Ardgowan GDL. In our view, such a development would have a significant direct impact on the designed landscape, which would both compromise its integrity and alter the understanding and appreciation of its significance. We thus recommend that the site should not be considered as a preferred allocation site.</p>
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

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.

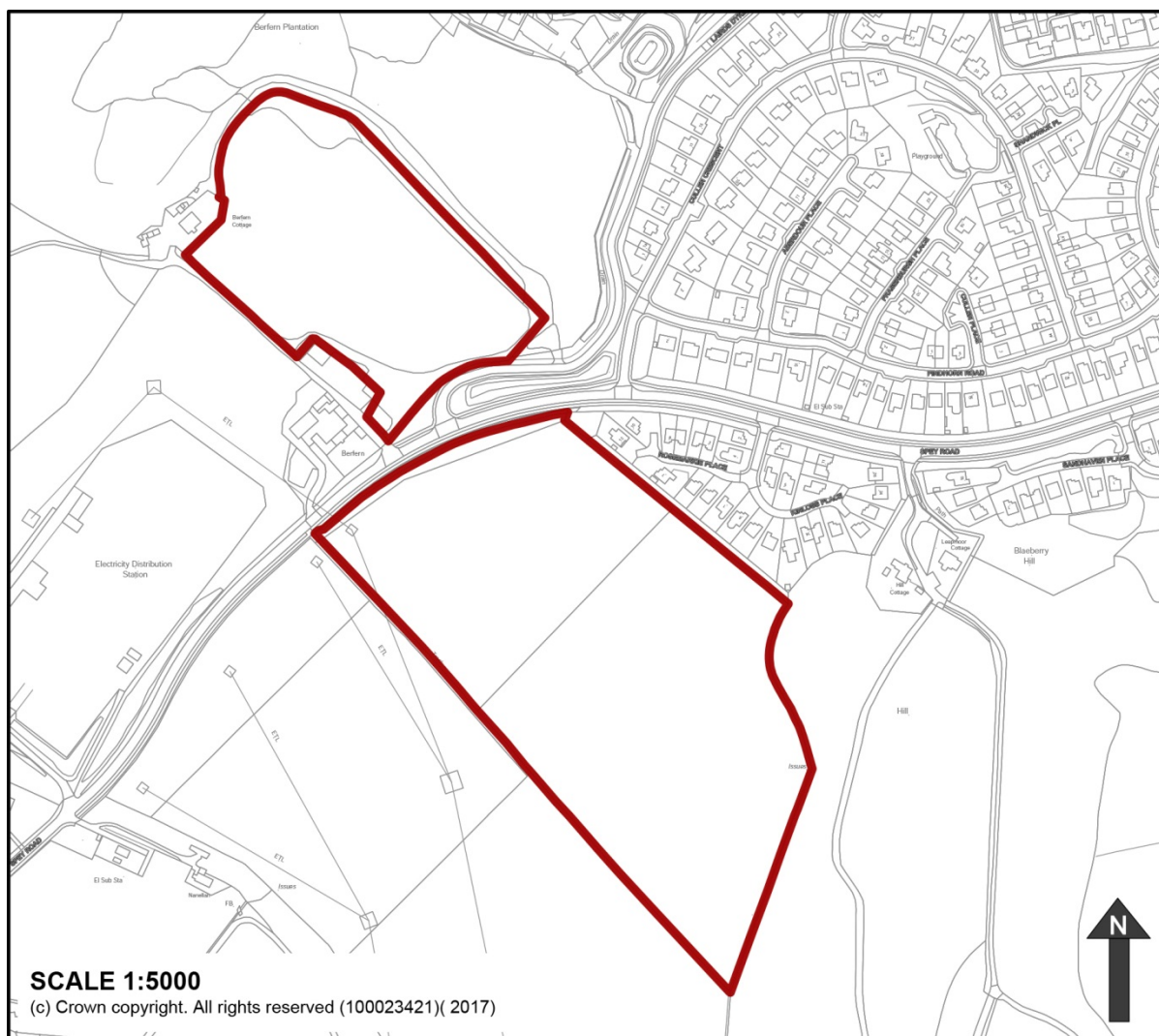
The proposed site does not relate to any features on the ground and would therefore not form a sustainable green belt boundary.

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.

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

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	225 (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.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

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 (Comment from Council's Roads Service)	Main access from Spey Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estate and rail station. Provide cycle links through the development to surrounding network. Suitable visibility should be provided at all accesses. Potential capacity issue at junction of A78. Junction Assessment may be required.
Surrounding road network (Comment from Council's Roads Service)	Provide pedestrian and cycle links to surrounding areas. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	Adjacent to Core Path Network.
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.

Key Agency Comments

Scottish Natural Heritage	This site is composed of two discrete parts, separated by a road. The western part is currently an agricultural field. It is physically, visually and perceptually detached from the existing settlement. It is a prominent, open site with a wooded landscape framework that defines the landscape setting of Inverkip. Development of this field would have significant and adverse impacts on local landscape character and would compromise the quality of the landscape setting. The eastern part is currently an agricultural field. This field and the current development edge do not benefit from an established landscape framework or gateway. The existing development edge is poor in landscape terms. An allocation in this area, if taken forward appropriately, could enable a high quality, and robust landscape edge to
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	be established to the settlement which could greatly enhance local landscape character and quality, and provide a better gateway to the settlement. Landscape capacity should be considered in more detail and necessary siting, design, access and mitigation requirements identified and set out in a development brief. Modification to the site boundary in this area is likely to be desirable in landscape terms.
Scottish Environment Protection Agency	Flooding: Small watercourses flowing on the boundary of the site, potential fluvial flood risk from this source. Water Environment: Site located on the edge of the sewer catchment area but discussions should be made with Scottish Water to determine feasibility to connect. If not possible the developer will need to determine appropriate foul drainage arrangements and discuss with the local Regulatory team.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

There are no environmental designations or known technical constraints restricting site development.

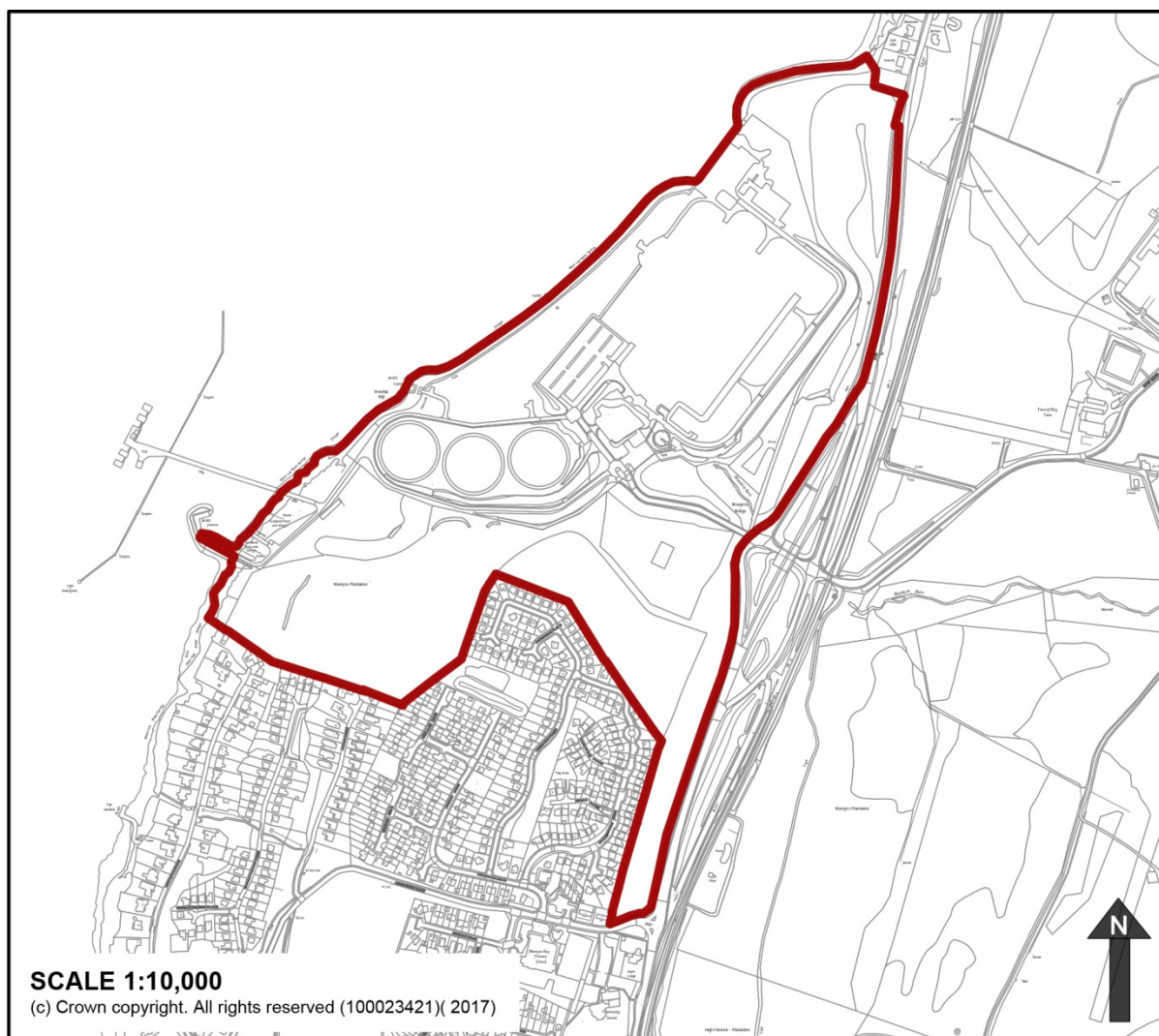
The development would have an adverse landscape impact as it would involve the development of large sloping and undulating greenfield sites. The northern site would be contained by the Berfern Plantation which, in time, will be felled resulting in an uncertain green belt boundary and making the development 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.

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.

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

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



Proposal

Owner/Developer	Scottish Power
Proposed Use	Mixed use urban village
Number of houses/floorspace	670 (Council estimate)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high risk of surface water and coastal flooding on part of site and potential fluvial flood risk. Opportunity to naturalise Bruearce Burn, which flows through the site.
Biodiversity, Flora and Fauna	Wemyss Plantation SINC lies to the south

	<p>west of the site, but development is unlikely to impact on it. While there are areas of ancient woodland (TPO) within the south west of the site and semi-natural woodland within the eastern and northern boundaries, the Development Framework identifies these as open space.</p> <p>Otters are known to be present on site, but impact on other protected species is unknown.</p>
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	Positive impact through redevelopment of brownfield area, which is potentially contaminated due to its previous use.
Landscape	While the site is well screened by woodland and landform, the 2009 masterplan will require to be updated, setting out appropriate siting, design, access and mitigation measures.
Material Assets	Positive impact through re-use of brownfield land.
Cultural Heritage	No significant impacts on cultural heritage assets identified
Population and Human Health	New development will be required to contribute to green infrastructure, e.g. through appropriate Suds, landscaping and open space. 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. Also, opportunity to extend coastal path along western boundary. Site is within an accessible walking distance of local services – 737m

Planning History

Planning Application History	09/0175/IC Mixed use "Urban Village" development including residential, business, community use and small scale retail. Pending consideration.
Previous Plan - Reporters Comments	<p><i>Extract below is from 2014 Local Development Plan Examination Report.</i></p> <p>This large coastal site comprises the land formally occupied by the Inverkip Power Station that is no longer operational. Indeed the site is almost all now cleared of the built infrastructure associated with this former use. It is designated in the proposed plan as a Major Area of Change and the site is identified in Schedule 6.1 for an indicative total</p>

	<p>of 600 houses of which 150 would be affordable units. The entrance to the site can be accessed from the former power station's dedicated, grade separated junction off the main A78 coast road linking Greenock with Wemyss Bay. At present the site itself, which is effectively screened from that road and from the housing areas to the south by extensive woodlands along its boundaries, is not readily accessible. This is because the landowners have in place a barrier system controlling entry – presumably related to health and safety of the site in its present state of decommissioning as a power station.</p> <p>Some of those making representations support mixed use of the site but are concerned that the enlarged scale of the proposed allocation – up from 400 in the adopted local plan – would amount to overdevelopment of the site. Their concerns relate to the lack of local services in the area and traffic connections to the A78 road. If no satisfactory reduction in the scale and impact of the development is possible they would prefer the site to be returned to the green belt. The local community council, however, supports the allocation of 600 units including the proposed element of affordable units. Nevertheless they also express concerns about the impact on the road network, in particular the A78. In that context they suggest seeking developer contributions for a new roundabout or traffic lights at the A78 junction.</p> <p>The council states that whilst a planning application in outline for a mixed use urban village was submitted in 2009, this remains undetermined due to outstanding land ownership issues that are still to be resolved. That application was in accord with a Planning and Development Framework that confirmed that the developable areas of the sloping site could accommodate in total around 600 units rather than the 400 previously proposed in the adopted local plan.</p> <p>I note that those findings on capacity have been supported in principle by Transport Scotland and by the local Roads Authority. I also note that the Local Development Framework that acts as supplementary guidance to the proposed new plan also identifies opportunities for other uses that would be complementary to the housing, including neighbourhood retail, business and hotel and leisure uses as well as a marina and a coastal path. Furthermore, those plans would leave unaffected most of the existing woodland – which is partly designated as a Site of Importance for Nature Conservation and in some cases protected by Tree Preservation Orders. Finally, the planning authority confirms that the costs of any road access improvements required to serve the proposed new development would have to be borne by the developer.</p> <p>Based on all of the above considerations I am satisfied that there are adequate safeguards and measures already in place to address the concerns raised in the unresolved representations. Accordingly, I conclude that there is insufficient justification to either reduce the indicative allocation of 600 houses as part of a mixed use development allocation in the new plan or to modify the plan in other ways in response to the representations lodged.</p>
Further information submitted through	None

Main Issues Report consultation	
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Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Access from A78. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estate. Provide cycle links through the development to surrounding network and neighbourhoods. Suitable visibility should be provided at all accesses. Potential capacity issue at junction with A78 and further along A78. Junction Assessment will be required.
Surrounding road network (Comment from Council's Roads Service)	Provide pedestrian links to bus stops in neighbouring communities. Provide road links which would allow bus services to penetrate the site. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	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.

Key Agency Comments

Scottish Natural Heritage	We note that this is an allocated site, with an existing 'local development framework'. The site has an established landscape framework and a SINC to the south west. The existing development framework could usefully be revisited to ensure appropriate siting, design, access and mitigation requirements are set out in to guide detailed design.
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Scottish Environment Protection Agency	<p>Flooding: Small watercourse flowing through the site, potential fluvial flood risk from this source. Surface water flooding may be indicative of potential fluvial flooding issues at the site from the small watercourse. Areas of surface water flooding indicated within the site. Edges of the site within the coastal flood extent.</p> <p>Water Environment: Site falls within Sewer catchment, SEPA expect foul drainage to connect to Scottish Water sewer. There are no known capacity issues at the works or within the network but developer should discuss connection issues with Scottish Water.</p>
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

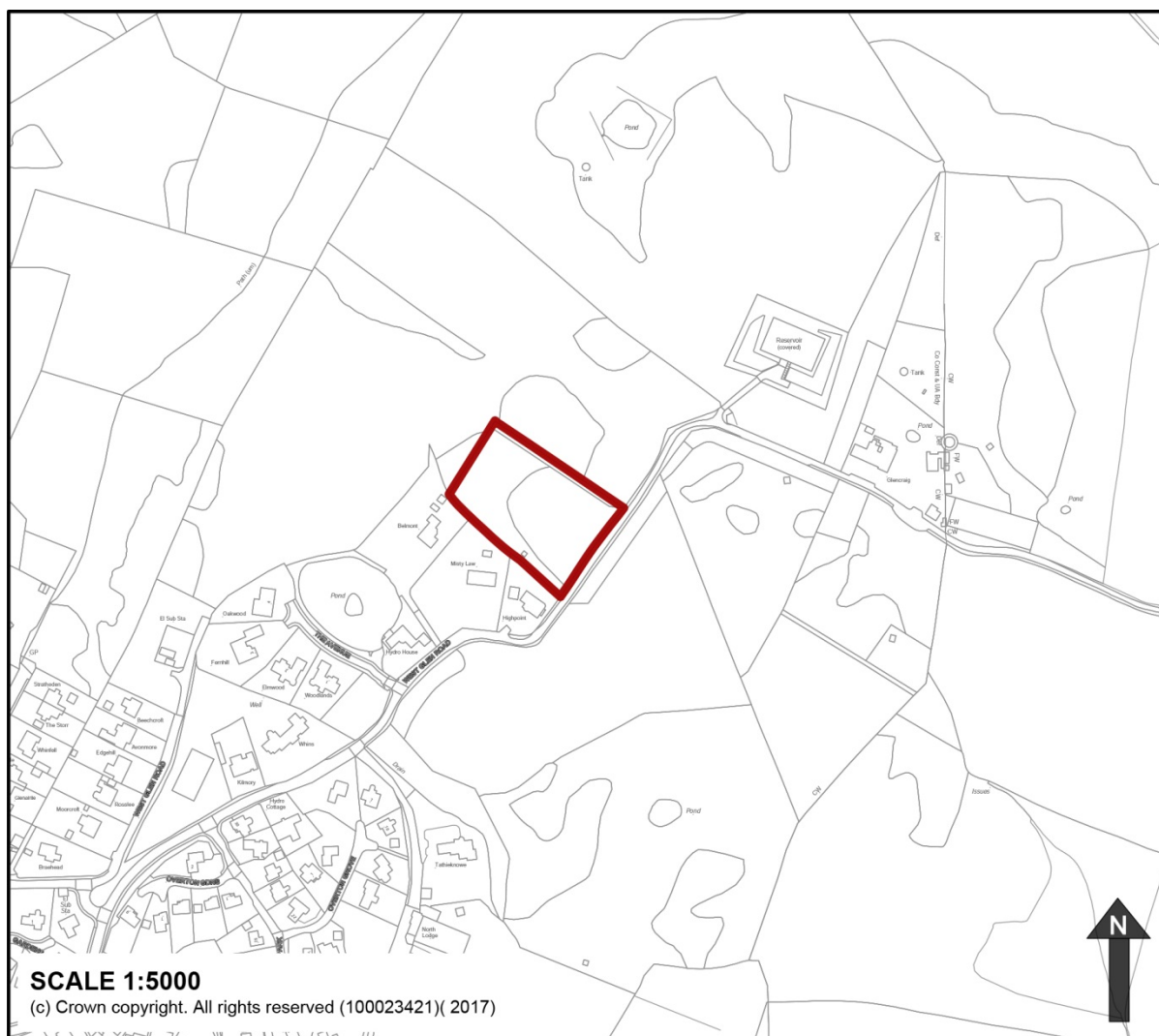
Summary and Conclusion

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.

The site is included as a Priority Place in the Proposed Local Development Plan with a strategy for housing-led mixed use development.

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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	15 (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	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. No impact on active travel routes as site is 443m from the network. Site is within an accessible walking distance of local services – 933m

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

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 (Comment from Council's Roads Service)	Main access from West Glen Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Suitable visibility should be provided from access.
Surrounding road network (Comment from Council's Roads Service)	Requires lighting to be extended northward beyond the access point. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	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

Key Agency Comments

Scottish Natural Heritage	We note your comments.
Scottish Environment Protection Agency	Flooding: Areas of surface water flooding indicated adjacent to the site. Water Environment: On edge of sewer catchment. Discussions should be made with Scottish Water to determine feasibility to connect. If not possible the developer will need to determine appropriate foul drainage arrangements and discuss with the local Regulatory team.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

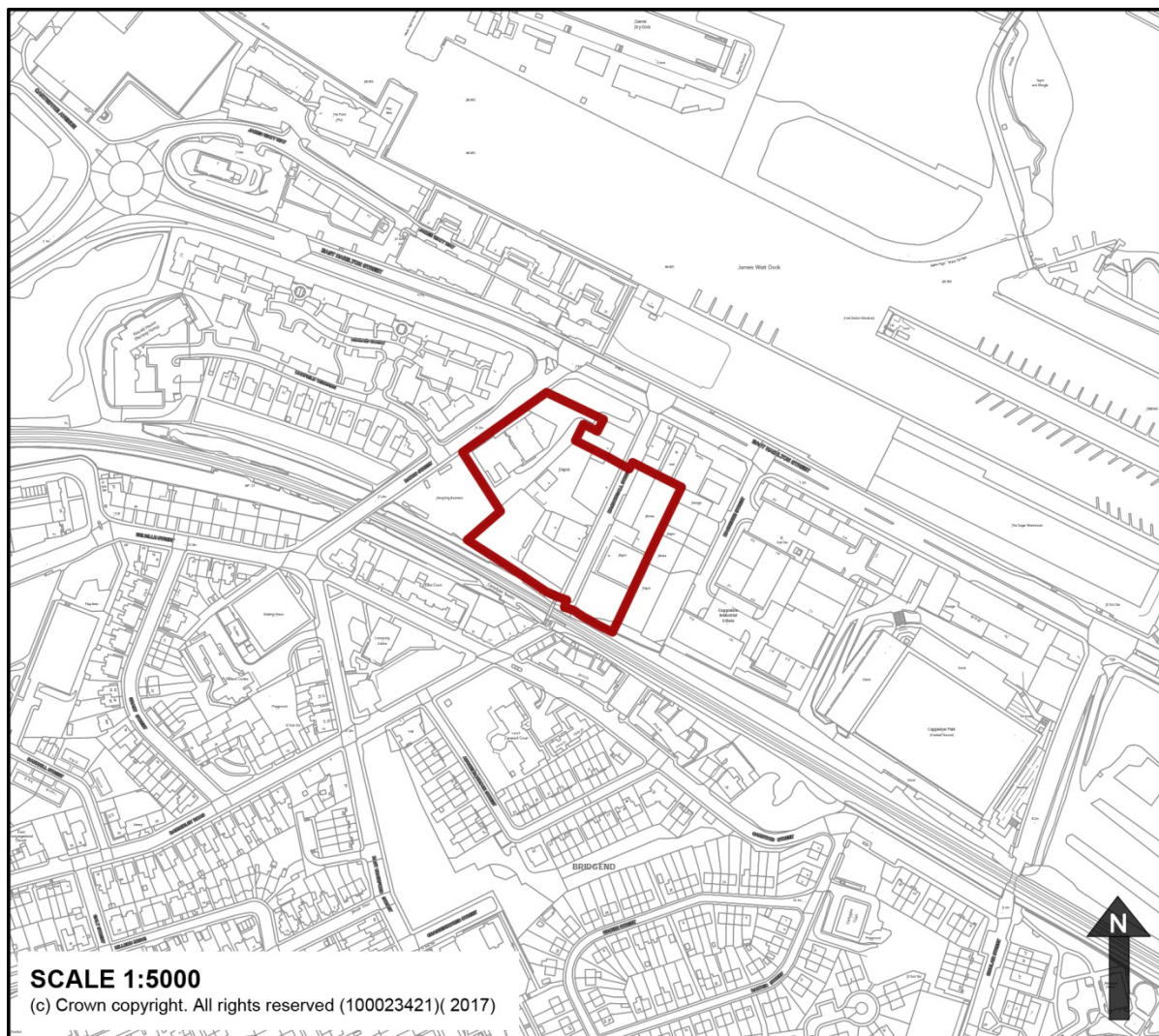
There are no environmental designations or known technical constraints that would restrict development of the site. Although the site has not been promoted by a developer, it is likely to generate developer interest.

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.

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

Site Details

Site name	Ratho Street/McDougall Street
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



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	100 (Council estimate)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Fluvial flood risk from Glen Burn, which is approx. 70m south of the site.
Biodiversity, Flora and Fauna	Unlikely to have any significant impacts 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	Positive impact through redevelopment of brownfield land, which is also potentially contaminated.
Landscape	Unlikely to have any significant impact as proposal is for redevelopment of brownfield land/industrial units within the built up area.
Material Assets	Positive impact through re-use of brownfield land.
Cultural Heritage	No impact on cultural heritage assets identified
Population and Human Health	New development will be required to contribute to green infrastructure, e.g. through appropriate Suds, landscaping and open space and Suds. Site is within an accessible walking distance of local services – 733m

Planning History

Planning Application History	09/0223/IC Erection of 104 flats. Refused 06/04/2017
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	The Ratho Street site is effective and can be delivered to meet the immediate housing needs of Inverclyde. As you are aware planning permission was recently refused for residential development at this site (Ref 09/0223/IC). The planning application was solely refused permission as the proposal was considered contrary to the policy ECN1(c) which was to safeguard the site for industrial use. All other aspects of the application were acceptable to the Planning Authority, including roads, flooding and other technical matters. As outlined above, the site is surrounded on three sides by existing residential property and the re-development of the site to offer further residential accommodation would provide an opportunity to introduce a modern development in keeping with its surroundings. In addition, the proposal will enhance the ongoing improvements along the A8 Corridor and will improve the amenity and visual appearance of the area, especially the new flats which front onto Ratho Street. The development of the site, which would be serviced by a new road junction onto Ratho Street, additionally will provide a unique opportunity to assist in the free flow of traffic along East Hamilton Street by substantially reducing the amount of traffic movements at the MacDougall Street, East Hamilton Street junction.

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's	Main access from Ratho Street with no vehicle access from McDougall Street.
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Roads Service)	To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring Carwood Street and McDougall Street. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Provide pedestrian links to bus stops on Carwood Street and A8 East Hamilton Street to be provided. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
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

Key Agency Comments

Scottish Natural Heritage	No comment.
Scottish Environment Protection Agency	Flooding: Glen Burn located approx. 70m south of the site. Water Environment: No comments.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission	None

Scotland	
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Summary and Conclusion

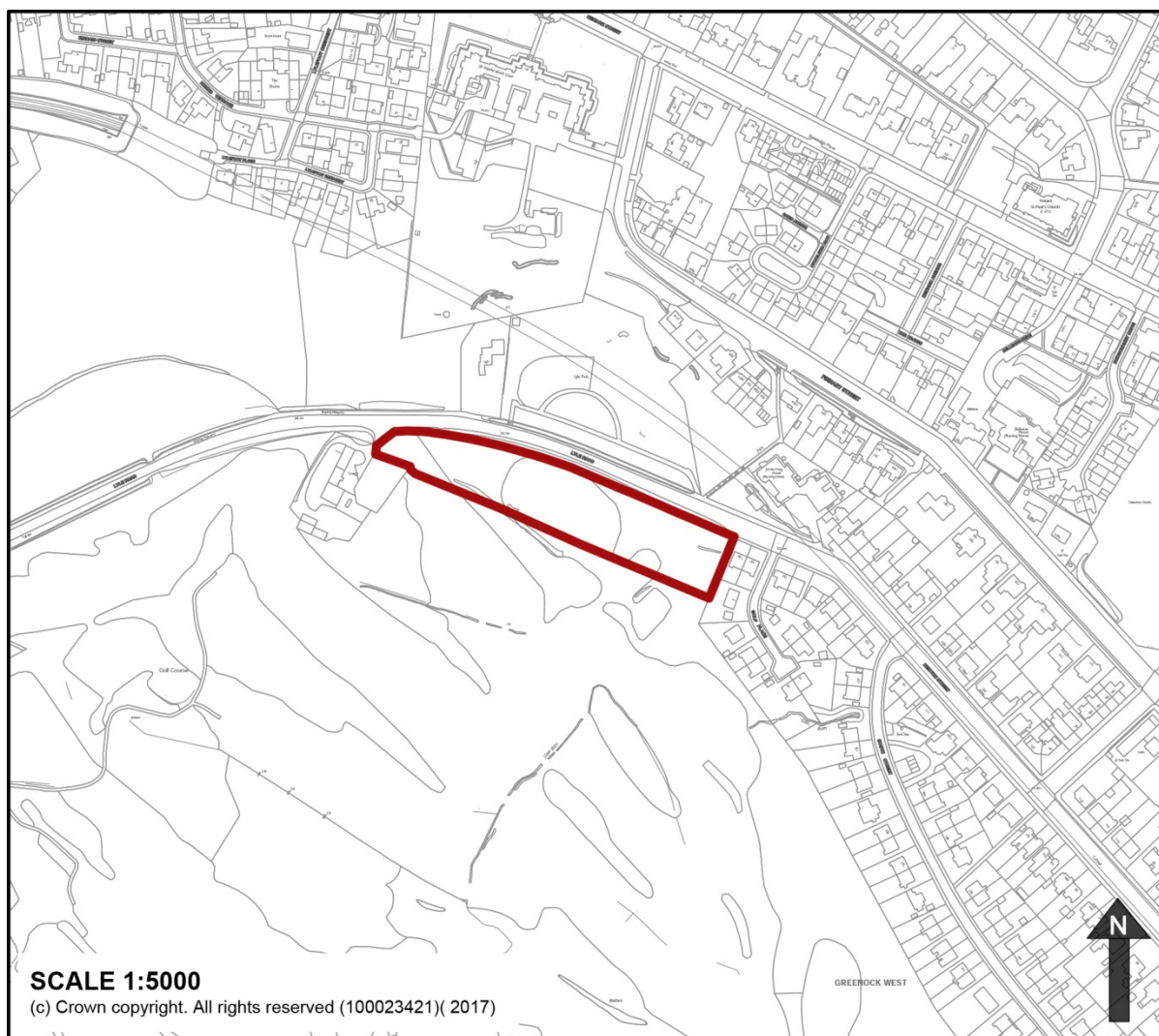
There are no environmental designations on the site. There are not any known significant technical constraints. An adjoining site was previously successfully developed for residential purposes, and this site could be similarly developed.

The site is on the boundary of an industrial and residential area and could be appropriately developed for either use. However, the boundaries of any residential development would have to be carefully defined to avoid conflict between residential and industrial/business uses.

An amended site is therefore included in the Proposed Plan as a housing development opportunity.

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



Proposal

Owner/Developer	Greenock Golf Club
Proposed Use	Residential
Number of houses/floorspace	22 (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.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Main access from Lyle Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estates. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Footway to be provided along frontage of development site on Lyle Road. Parking should be provided in accordance

	with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
Active travel options	Adjacent to Core Path Network.
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 2024?	Possibly. The site may be developed on a plotted basis or by a smaller housebuilder.

Key Agency Comments

Scottish Natural Heritage	We consider that this area should continue to be identified as open space in the current LDP.
Scottish Environment Protection Agency	Flooding: Areas of surface water flooding indicated adjacent to the site. Water Environment: No comment.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and conclusion

There are no environmental designations affecting the site.

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

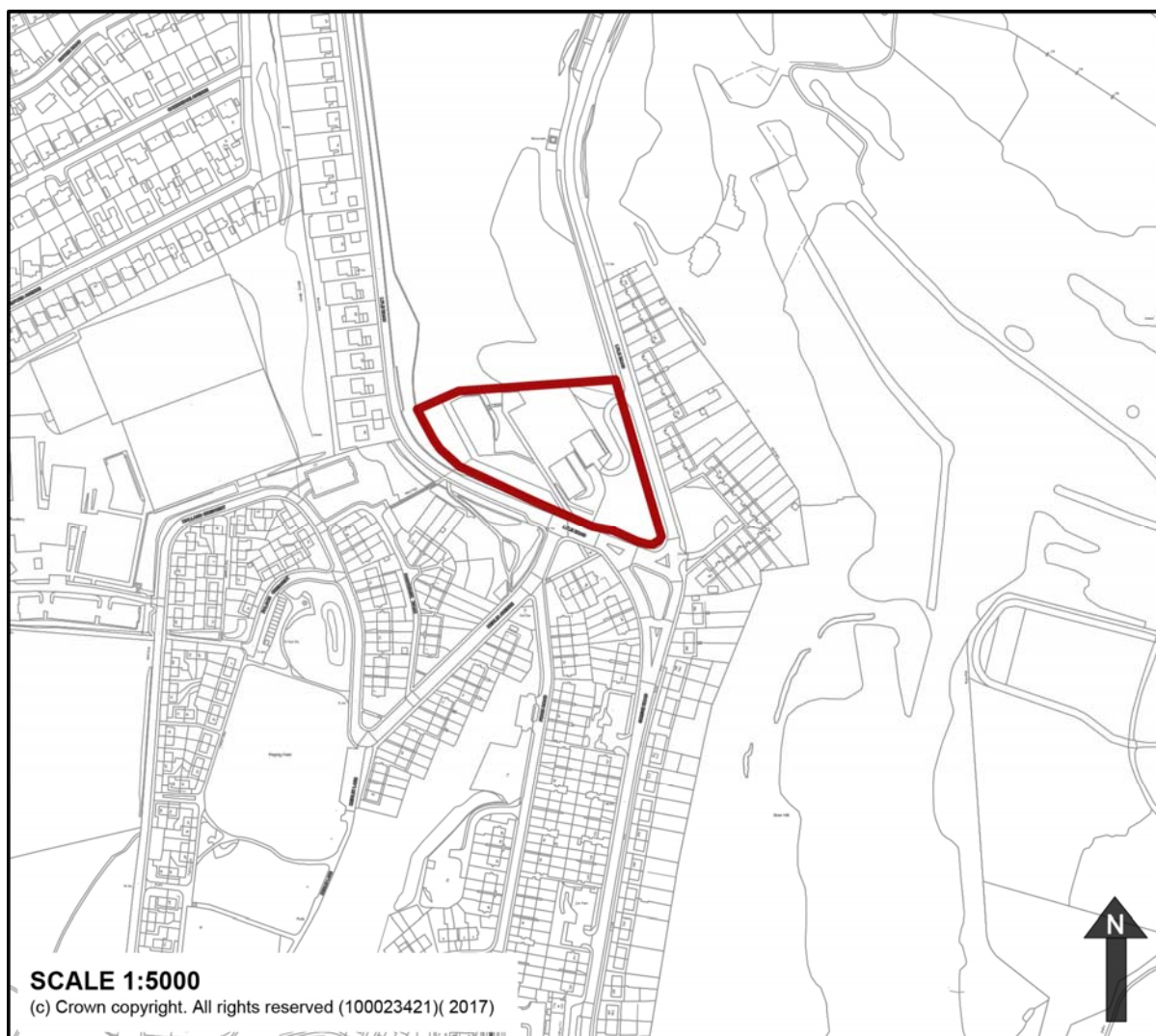
and there are no corresponding proposals as to how this impact would be managed and mitigated.

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

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

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



Proposal

Owner/Developer	Inverclyde Council
Proposed Use	Residential
Number of houses/floorspace	15 (Council estimate)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	While Berry Burn is approx. 75m to the west of the site and there are areas of surface water flood risk adjacent to it, these are unlikely to have any significant impacts on development.

Biodiversity, Flora and Fauna	Site is partially overgrown, but has limited ecological value. Development is unlikely to have any significant impact.
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.
Landscape	Site is elevated and relatively prominent Appropriate siting and design principles, and any mitigation measures to be set out in Development Brief.
Material Assets	Positive impact through redevelopment of a brownfield site
Cultural Heritage	Unlikely to have any significant impacts
Population and Human Health	While development would result in the loss of open space, this is not considered to be of a high quality. New development will be required to contribute to green infrastructure, e.g. through appropriate Suds, landscaping and open space. 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

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	<p><i>Extract below is from 2014 Local Development Plan Examination Report.</i></p> <p>The only unresolved representation in this case takes issue with the proposed designation for 15 houses of this cleared, former school site – as listed in Schedule 6.1. In particular, the local community council argues that this elevated, plateau site set on a steep hillside should not be developed at all for housing, partly on the basis that this would result in significant drainage issues affecting other properties further downhill. The representation seeks re-designation of the site in question as open space for community use to provide a viewpoint that would complement the nearby Lyle Hill Monument located at the top of the same hill.</p> <p>I note that this prominent site – located on a sharp bend in the road leading up to the Lyle Hill Monument and beyond to Greenock town centre - has been declared by the council as “surplus to requirements” but it has not yet been marketed. Whilst the council has stated that drainage matters – including likely impacts on nearby properties - would be addressed when any planning application is lodged, it has not commented on the alternative suggestion of re-</p>

	<p>designating the site altogether for community use rather than housing.</p> <p>Whilst the site concerned has previously been developed as a school, following its closure those buildings and associated structures have all been demolished – leaving only a few areas of hardstanding. Furthermore, over the passage of time the cleared site, has begun to grow over and now, when viewed from Lyle Road, it resembles part of the wider area of open space to the north of it.</p> <p>Setting aside possible drainage issues for a moment, I am in agreement with those making representations that it would be more appropriate if the site concerned was retained and developed as some form of open space for community use and amenity, given its prominence on an open hillside. This would better safeguard the setting of the other monuments located further up the same hill that are accessed via Lyle Road, which passes directly by the site in question. Furthermore, such an approach would ensure that this section of Lyle Road itself provides the strong and defensible edge of built development in the immediate locality.</p> <p>The council has offered no arguments against such a re-designation of the site as open space, apart from stating that any drainage issues associated with a housing development here could be resolved if and when a planning application was lodged. I foresee no insurmountable drainage issues arising from the site's retention and promotion as open space.</p> <p>I am satisfied that the resulting loss of 15 housing units from Schedule 6.1 would not be materially detrimental to the overall provision of housing land allocated in the new plan to meet local and strategic housing requirements over the plan period.</p> <p>Accordingly, I conclude that the site should be re-designated for open space for amenity use when the plan is adopted.</p>
Further information submitted through Main Issues Report consultation	None

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	<p>Main access from Lyle Road eastern section. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide.</p> <p>Provide pedestrian links to neighbouring residential estates.</p> <p>Suitable visibility should be provided at all accesses.</p>
Surrounding road network (Comment from	Potential for access from Lyle Road western

Council's Roads Service)	<p>section, however care should be taken to ensure that this is at a safe location.</p> <p>Footway to be provided along frontage of development site on Lyle Road western section.</p> <p>Pedestrian routes should be provided towards Clydeview Academy.</p> <p>Parking should be provided in accordance with approved parking standard.</p> <p>Development should include measures to reduce vehicle speeds within the site.</p> <p>Street lighting to be provided throughout site.</p> <p>Self-certified flood risk assessment required in accordance with policy.</p>
Active travel options	Adjacent to Core Path Network.
Distance to public transport	<p>Approximately 180 metres to nearest bus stop.</p> <p>Approximately 1.4km to nearest train station.</p>
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.

Key Agency Comments

Scottish Natural Heritage	<p>We note that this is a brownfield site on the edge of an area identified as open space in the current LDP. The site is elevated and relatively prominent.</p> <p>If it is intended to allocate this brownfield site, we suggest that further consideration is given to siting, design and mitigation with appropriate requirements and outcomes identified in the LDP. In particular consideration should be given to:</p> <ul style="list-style-type: none"> the visual impact of development and what scale (including building height) and form of development that is appropriate. The need to secure a robust and high quality landscape and active built frontage with the adjoining open space. Relationship with Lyle Road and Grieve St – for example retaining an area of open space at the southern end of the site, adjacent to the junction, in order to mitigate impact and create a setting for the development.
Scottish Environment Protection	<p>Flooding: Berry Burn located approx. 75m to the west of the site. Areas of surface water flooding indicated adjacent to the site.</p> <p>Water Environment: No comment.</p>

Agency	
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

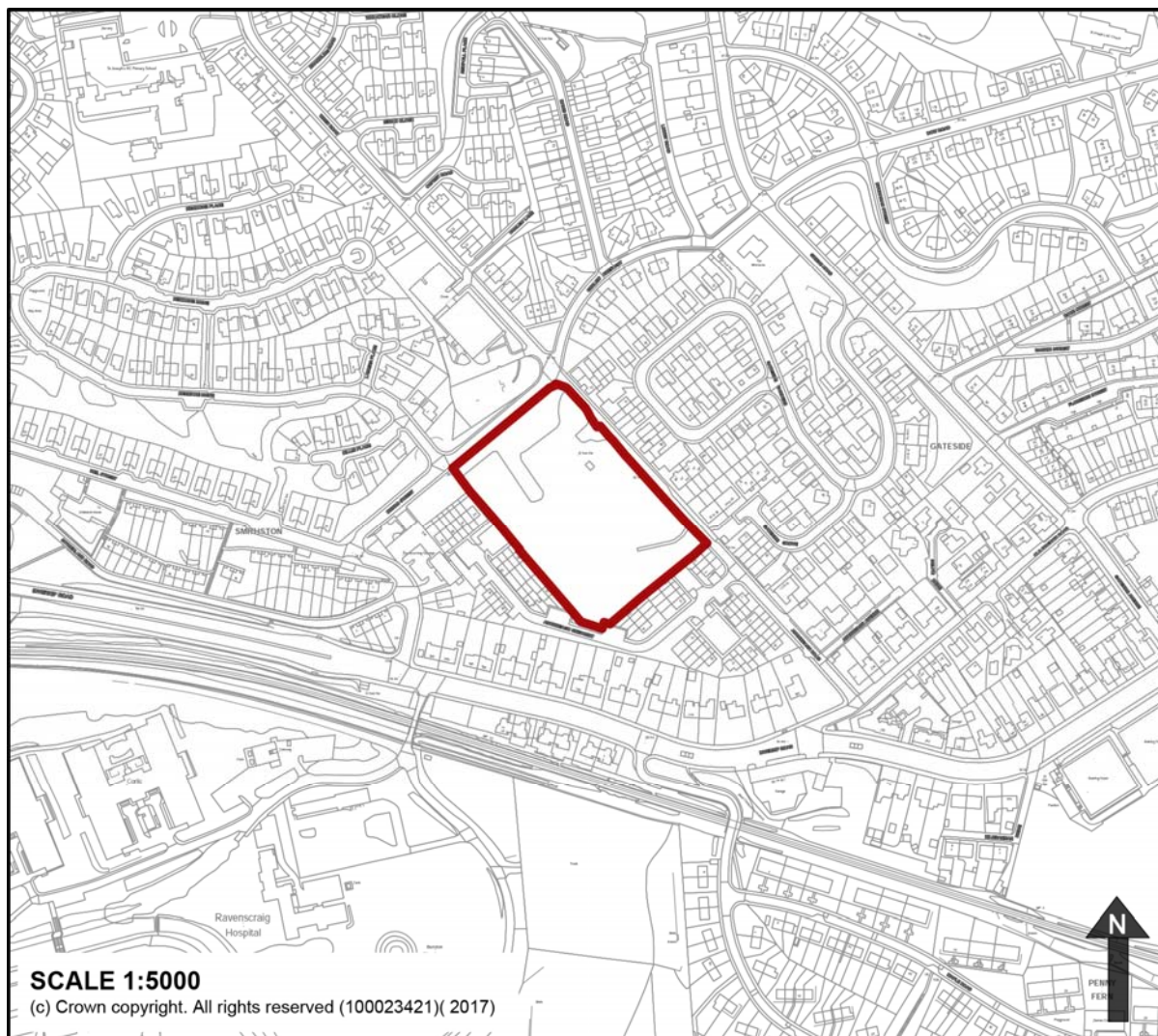
There are no environmental designations affecting the site. There are level differences over the site, which may affect the developable area.

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.

The site is included as a housing development opportunity in the Proposed Local Development Plan.

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



Proposal

Owner/Developer	NHS
Proposed Use	Residential
Number of houses/floorspace	28 (Planning application)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Area of surface water flood risk adjacent to the site, but unlikely to have any significant impact on development
Biodiversity, Flora and Fauna	Unlikely to be any significant impacts 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.
Landscape	Unlikely to have any significant impacts as proposal is for redevelopment of a brownfield site in the built up area. Appropriate siting and design principles/measures to be set out in a Development Brief.
Material Assets	Positive impact through redevelopment of a brownfield site
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	New development will be required to contribute to green infrastructure, e.g. through appropriate Suds, landscaping and open space. No impact on active travel routes as site is 535m from the network. Site is within an accessible walking distance of local services –638m

Planning History

Planning Application History	17/0098/IC Proposed Residential Development of 28, two storey detached and semi-detached houses with associated roads, footpaths, landscaping and open space – Granted 09/01/18
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	<p>Main access from Auchneagh Road eastern section.</p> <p>To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide.</p> <p>Provide pedestrian links to neighbouring residential estates.</p> <p>Suitable visibility should be provided at all</p>
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	accesses.
Surrounding road network (Comment from Council's Roads Service)	Footway to be provided along frontage of development site on Auchneagh Road. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site and on Auchneagh Road. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
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 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, there is current developer interest in this site.

Key Agency Comments

Scottish Natural Heritage	<p>We note that this is a brownfield site, identified as white land in the current LDP.</p> <p>If it is intended to allocate this site for housing, we suggest that further consideration is given to siting, design, and mitigation with appropriate requirements and outcomes identified in the LDP. Principles should include retention and enhancement of the existing landscape edge along north-western boundary, for example through the addition of appropriate new planting and management, and connections into adjoining development.</p>
Scottish Environment Protection Agency	Flooding: Areas of surface water flooding indicated adjacent to the site. Water Environment: No comments.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and	None

Clyde	
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

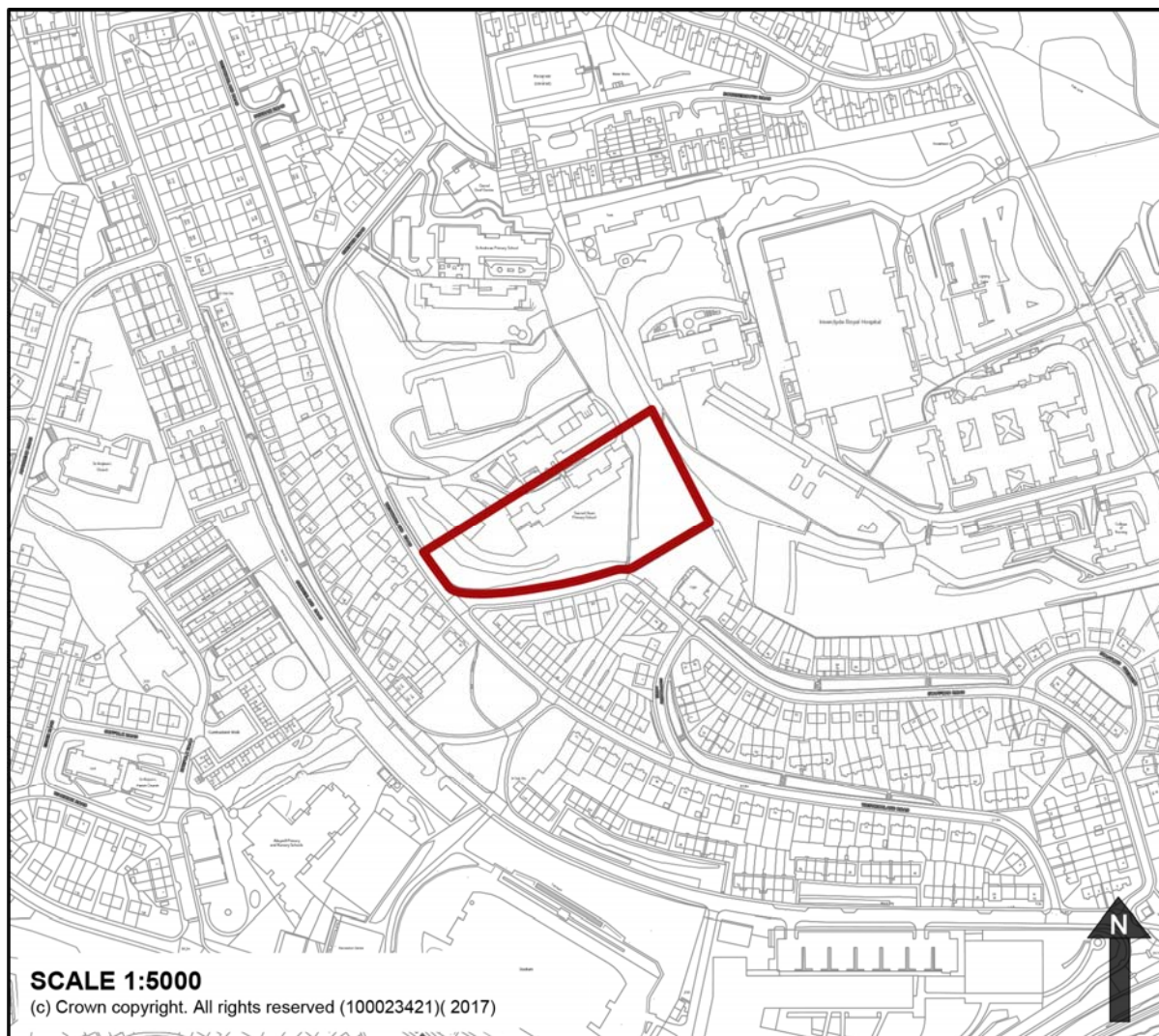
There are no environmental designations affecting the site.

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.

The site is included as a housing development opportunity in the Proposed Local Development Plan.

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



Proposal

Owner/Developer	Inverclyde Council
Proposed Use	Residential
Number of houses/floorspace	40 (Council estimate)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high risk of surface water flooding on part of site.
Biodiversity, Flora and Fauna	Unlikely to be any significant impact as proposal is for redevelopment of existing buildings 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
Landscape	Site is elevated and relatively prominent. Appropriate siting and design principles, and any mitigation measures to be set out in a Development Brief.
Material Assets	Positive impact through redevelopment of brownfield site
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	New development will be required to contribute to green infrastructure, e.g. through appropriate Suds, landscaping and open space. No impacts on active travel routes as site is 859m from the network. Site is within an accessible walking distance of local services – 268m

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Main access from Westmoreland Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estate. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Potential for access from Stafford Road. Parking should be provided in accordance with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified Flood Risk Assessment required in accordance with policy.
Active travel options	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.

Key Agency Comments

Scottish Natural Heritage	We note that this is a brownfield site, identified as white land in the current LDP. The site is elevated and relatively prominent. If it is intended to allocate this site for housing, we suggest that further consideration is given to siting, design, and mitigation with appropriate requirements and outcomes identified in the LDP. In particular, further consideration should be given to: <ul style="list-style-type: none"> • site topography and the relationship of the site to Stafford Street and what is appropriate and desirable in terms of the siting, scale (building height) and form of development • boundary treatment and what is appropriate and desirable in relation to adjoining land uses.
Scottish Environment Protection Agency	Flooding: A surface water flood hazard has been identified and should be discussed with the Flood Protection Association and Scottish Water. Appropriate surface water management measures should be adopted. Water Environment: No comments.
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

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.

The site is included as a housing development opportunity in the Proposed Local Development Plan.

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



Proposal

Owner/Developer	Inverclyde Council/River Clyde Homes
Proposed Use	Local retail/residential
Number of houses/floorspace	20 houses (Council estimate)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Potential opportunity to deculvert the watercourse through 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 existing buildings.
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 brownfield site
Landscape	Likely to have a positive impact as proposal is for redevelopment of largely derelict/vacant buildings in the built up area.
Material Assets	Positive impact through re-use of largely vacant and derelict buildings
Cultural Heritage	No known impact on cultural heritage assets
Population and Human Health	New development will be required to contribute to green infrastructure, e.g. through appropriate Suds, landscaping and open space. 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.

Planning History

Planning Application History	None
Previous Plan - Reporters Comments	N/A
Further information submitted through Main Issues Report consultation	None

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Main access from Cumberland Road. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Provide pedestrian links to neighbouring residential estates. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Potential for access from Norfolk Road. Pedestrian routes should be provided to Aileymill School. Parking should be provided in accordance

	with approved parking standard. Development should include measures to reduce vehicle speeds within the site. Street lighting to be provided throughout site. Self-certified Flood Risk Assessment required in accordance with policy.
Active travel options	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 Registered Social Landlord.

Key Agency Comments

Scottish Natural Heritage	No comment
Scottish Environment Protection Agency	Flooding: Potentially a culverted watercourse through or adjacent to the site. A surface water flood hazard has been identified and should be discussed with the Flood Protection Association and Scottish Water. Appropriate surface water management measures should be adopted. Water Environment: No comment
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic Environment Scotland	None
Transport Scotland	None
Forestry Commission Scotland	None

Summary and Conclusion

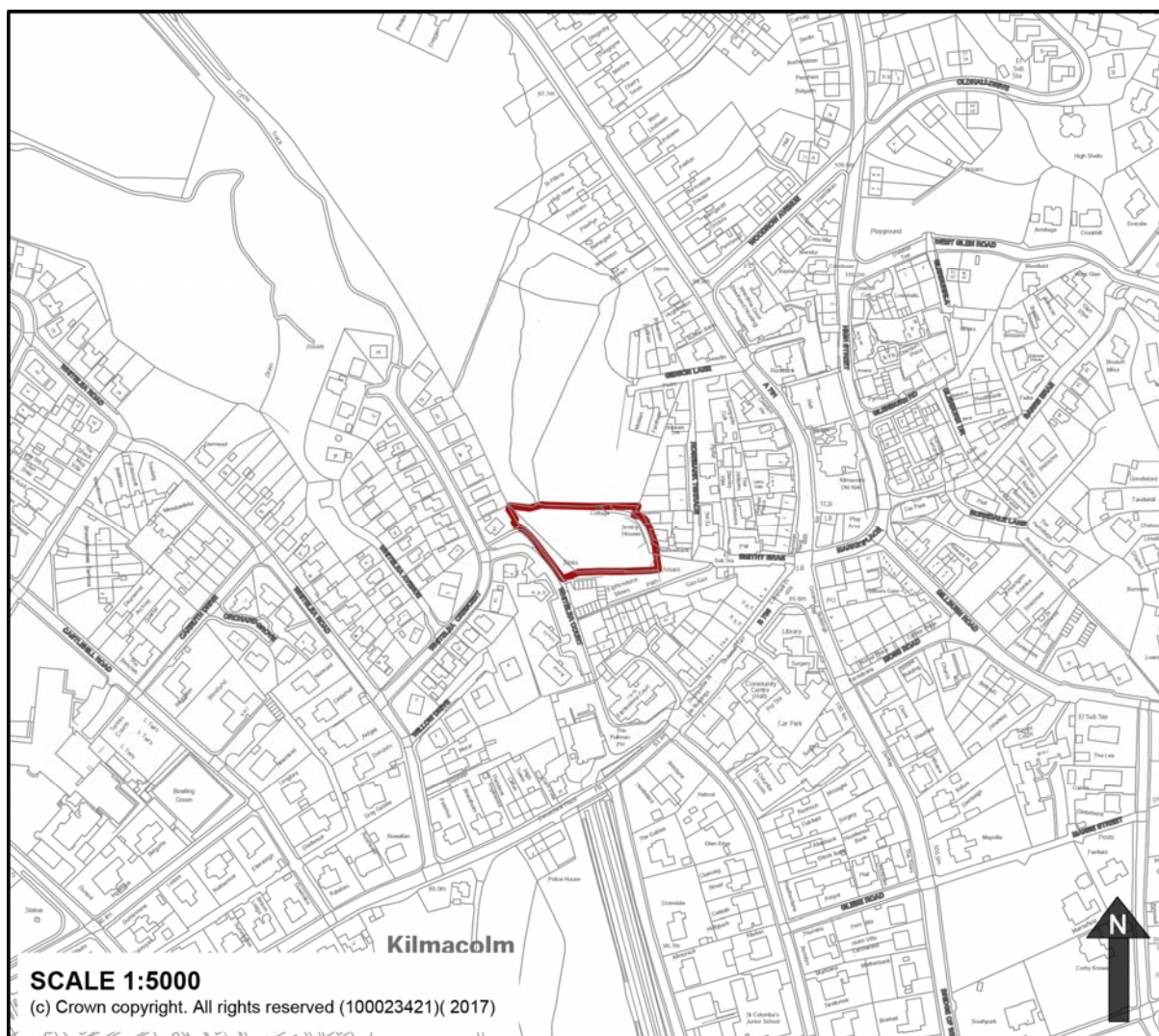
There are no environmental designations or known technical constraints affecting the future development of the site, although flooding issues would require to be investigated.

Residential development would be a suitable future use, perhaps as part of a mixed use development with retail/commercial and community uses..

The site is included as a housing development opportunity in the Proposed Local Development Plan.

Site Details

Site name	Smithy Brae 3
Settlement	Kilmacolm
Call for Sites reference	054
Site size (ha)	0.37
Current use	Vacant
Existing LDP allocation	Residential Development Opportunity



Proposal

Owner/Developer	Private
Proposed Use	Residential
Number of houses/floorspace	12 (Council estimate)

Strategic Environmental Assessment (SEA) (summary)

SEA Topic	Summary
Water	Medium to high surface water flood risk on part of the site and potential fluvial flood risk from watercourse through and adjacent to site. Opportunity to deculvert the watercourse.
Biodiversity, Flora and Fauna	Unlikely to be any significant impacts. Site is partially

	overgrown, but has limited ecological value.
Climatic Factors	Car travel and associated emissions will be minimised as the site is in close proximity to a 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	Positive impact through remediation and redevelopment of contaminated brownfield site
Landscape	Potential positive impact through redevelopment of a brownfield site in the built up area.
Material Assets	Positive impact through redevelopment of brownfield land
Cultural Heritage	No known impacts on cultural heritage assets
Population and Human Health	New development will be required to contribute to green infrastructure, e.g. through appropriate Suds, landscaping and open space. The Core Path and NCR75 adjacent to western boundary provide an opportunity for a direct link to the active travel network. Accessible to local services.

Planning History

Planning Application History	IC/07/239 Demolition of 2 existing cottages and erection of 2 semi-detached houses, 21 flats and associated car parking and landscaping. Granted 08/10/2007
Previous Plan - Reporters Comments (relates to a wider site).	<p><i>Extract below is from 2014 Local Development Plan Examination Report and relates to a larger site than considered here.</i></p> <p>The southern part of this central site within Kilmacolm comprises an overgrown former gasworks site and derelict cottage; the northern part comprises agricultural grazing land. A number of issues arise in considering the site's suitability for housing development.</p> <p>The overall need for housing, and for affordable housing in particular, in Inverclyde is discussed at Issues 5 and 6. The conclusions reached under those issues indicate that, while the Smithy Brae site could make a small but valuable contribution to wider general and affordable housing needs, its release is not essential for the meeting of those needs. That said, the site may be expected to improve the range and choice of land available. However the principle justification for the release of this site is related to local and site specific factors. The existence or emergence of other sites in Kilmacolm (such as the former institute site) capable of accommodating housing therefore has a limited bearing on the desirability of allocating the Smithy Brae site.</p> <p>Regarding affordable housing, I note that although the site is apparently privately owned, schedule 6.1 of the plan indicates that 30 units out of the overall capacity of 42 will be affordable, a percentage contribution of 71%. This appears high given that paragraph 88 of Scottish Planning Policy identifies 25% as a benchmark figure for affordable housing contributions. However I am prepared to accept that a higher-than-normal contribution may be supported here as the opportunity to provide more affordable housing is one of the main justifications for releasing this green belt site. General affordable housing matters are discussed in more detail at Issue 6.</p>

	<p>Several representees refer to discussions that have indicated that housing on the site will be aimed at elderly people. However, this suggestion does not form part of the proposed plan and so it is beyond the scope of this examination to consider this aspect.</p> <p>Regarding both flooding and road access, the planning authority has pointed to statements in the post-main issues report consultation document that these matters would be subject to further assessment. While I accept that this will be both wise and necessary, there nevertheless needs to be a degree of confidence at this stage that the site is reasonably capable of being developed if the allocation is to be carried forward into the adopted plan.</p> <p>That the site has been subject to flooding in the past is not in dispute. Indeed large parts of the site were waterlogged at the time of my site inspection. The evidence of representees that there are a number of sources of water entering the site also appears to be well-founded. Equally, I have no reason to doubt the planning authority's evidence (which is largely unchallenged) that flood risk could be reduced through improvements to the culverts draining the site, and that these improvements could be delivered as part of the development of the wider site. However, I agree with some representees that the existing drainage issues may not be a severe problem currently given the undeveloped nature of the site. Therefore I do not consider the drainage works required to render the site capable of development to be a 'planning gain' in their own right. But equally I do not consider the current drainage issues to be an insurmountable obstacle to development.</p> <p>Concerns have been expressed regarding vehicular access. Smithy Brae itself is in a poor condition, but appears wide enough to handle some additional traffic. The surfacing of the road could be addressed as part of the development. Access to the A761 is via a complex five-way junction. The authority has mentioned the possibility that signalisation will need to be introduced to manage the efficient and safe movement of vehicles. It has also raised the possibility of other access points being utilised, presumably from Whitelea Court, Whitelea Crescent or Gibson Lane. Overall there is clearly some uncertainty remaining about how this site will be accessed. While I have seen no compelling evidence that would lead me to conclude that the site is not capable of being safely accessed, it is also the case that some access options could have a negative effect on some existing residents.</p> <p>It is also suggested that traffic lights at the Smithy Brae entrance would harm the character of the proposed conservation area in this part of the village, and would encourage people to take undesirable alternative routes. While traffic lights are rarely attractive in themselves, they are a common feature of many conservation areas around Scotland. There is also no certainty that traffic lights will be required. Regarding the creation of incentives to use alternative routes, this is a matter that the roads authority will need to consider when assessing the need for traffic lights, the phasing of these, and other potential traffic management measures in the village. Overall I do not consider that the concerns expressed regarding possible traffic</p>
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	<p>lights are sufficient in themselves to render the Smithy Brae site unsuitable for development.</p> <p>The northern part of the site is designated as green belt in the existing adopted local plan. Paragraph 161 of Scottish Planning Policy states that it is for local development plans to establish the detailed boundaries of the green belt. It also allows development plans to release land previously designated as green belt where this is considered necessary. It is therefore within the gift of this plan to redraw the green belt boundary at this point, though the reasons for doing so need to be adequately justified. Once land has been taken out of the green belt, the green belt policies that previously protected it from certain types of development no longer apply.</p> <p>Regarding the green belt boundary, in the existing adopted local plan this follows the rear boundaries of the residential curtilages to the east and west of the site, and a fenceline in front of the derelict cottage to the south. The current boundary does not therefore use strong visual or physical landscape features as sought by paragraph 162 of Scottish Planning Policy. The proposed new boundary will cut through existing fields, and so will not follow a strong visual or physical landscape feature either. However there may be opportunities to create a stronger green belt boundary as part of the landscaping of the new development. Overall I do not consider that the proposed new green belt boundary will be any weaker than the existing one.</p> <p>The site forms a part of a wedge of open countryside running into the heart of the village from the north. As a whole this wedge of open space is a valuable asset to the village, giving a semi-rural character particularly to Port Glasgow Road. However the proposed development is not a prominent part of this northern wedge. It is not visible in any significant public views from central parts of the village. It can be viewed at some considerable distance from Port Glasgow Road to the north, though it is partially hidden by the nature of the topography. In these views from the north, development would be seen against a background of existing housing. Development would affect the rear outlook of some houses around the immediate periphery of the site, but generally I find the site to be well-contained by the existing urban area and the local topography. Overall I do not consider that development would significantly harm the enjoyment of the northern green wedge as most residents of, and visitors to, Kilmacolm experience it.</p> <p>12. Some representees question the argument that further new development is required to enable the remediation of flooding, contamination and dereliction issues on the site. It is argued that an existing permitted redevelopment scheme on the brownfield part of the site has stalled due to the general economic downturn rather than any excessive site specific costs. I cannot determine with certainty the reasons why the existing permitted scheme has not been built. It may be due to a combination of factors. However I do consider this to be a marketable location where I would normally expect development to proceed unless there were significant constraints.</p>
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	<p>Scottish Planning Policy only refers to enabling development in the context of the restoration of listed buildings. However, equally, there is no prohibition on applying the enabling concept more widely, though any benefits sought from development would need to meet the tests set out in Circulars 4/1998 (Use of Conditions in Planning Permissions) and 3/2012 (Planning Obligations and Good Neighbour Agreements).</p> <p>14. In response to a further information request, the planning authority has submitted an abnormal costs schedule supplied by the developer. Some items on this list, i.e. the upgrading of Smithy Brae and of the culvert, would arguably not be required but for the development, and so cannot confidently be said to confer a wider benefit. However the most expensive items, relating to decontamination and capping, would represent a planning gain.</p> <p>15. In response to a further information request, the authority submitted evidence regarding the contamination of the former gasworks part of the site. This demonstrates that significant contaminants are present. While the undeveloped and vegetated nature of the site may currently limit dangers to human health, these cannot be ruled out, particularly because the site is centrally located within the village and close to a watercourse. I agree with the planning authority that the removal of this potential health hazard would be beneficial, and that development would provide one means of achieving this.</p> <p>16. Regarding recreational use of the site, for instance for children's play and dog walking, I have no reason to doubt that this does occur on an informal basis. However no formal recreational designation applies to the site, and there was no evidence at my site inspection that recreational use was in any way encouraged. It may be expected that any open land on the urban fringe will be used informally by local residents to some extent. However I am not persuaded that any such use of this land represents a significant reason not to develop the site.</p> <p>17. Similarly it is not unlikely that the site has some local wildlife value. The presence of the watercourse and regenerating woodland would make this probable, though these features are largely contained within the existing settlement boundary. The area of existing green belt that is proposed for development would appear to have less wildlife value, being open grazing land not dissimilar to much other land in the area. No wildlife designations apply to the site, and to some extent it should be possible to retain some of the features that are of value to wildlife as part of any development scheme.</p> <p>18. It is argued that Kilmacolm is unsuitable for further development due to poor public transport connections. The planning authority themselves make this point in paragraph 2.50 of the proposed plan. I agree that, in line with paragraph 80 of Scottish Planning Policy, new housing locations should take account of accessibility by a choice of transport options. But I do not consider that this means there should be a total prohibition on any new development in substantial existing</p>
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	<p>settlements such as Kilmacolm. To allow settlements to grow and change, there is a place for some relatively modest developments, such as is proposed at Smithy Brae, to proceed despite other settlements having better public transport connections.</p> <p>19. In conclusion, the development of this site would not be straightforward. There are a number of constraints including flooding, contamination and access, and it is not in all cases clear just how severe these constraints may be. Certainly there will be a number of unusual costs associated with development: costs which are not associated with some other potential development sites in the village. However, the justification for identifying this site is particular and site-specific, and largely relate to remedying the very constraints that make the development of the site so challenging.</p> <p>20. While on the one hand the problems that this development is intended to resolve do not all appear to be as significant as the planning authority maintains, on the other, the potential damage caused by the development has also been overstated. This is not a case of choosing the 'best' site in Kilmacolm for development, and indeed I am not tasked with making the plan as good as it can be, but with modifying those parts that are clearly inappropriate or insufficient (paragraph 117, Circular 6/2013: Development Planning). I am satisfied that the allocation will achieve certain benefits (most notably the remediation of contaminated land) and will not cause an unacceptable harm to the green belt, the character of the area, or other interests. On this basis, I conclude that no modification to the plan is required.</p>
Further information submitted through Main Issues Report consultation (Summary of site promoter's comments)	<p>The current LDP identifies the site at Smithy Brae (r59) as having a total of 42 units, 12 private sector and 30 affordable sector, albeit that the LDP site includes a small area of land to the south of my client's site and a much larger area of former green belt land to the north. It is my client's understanding that, prior to his acquisition of his site, and during the preparation of the current LDP, suggestions had been made by potential developers that, due to the contamination on my client's site and the costs of remediation, the release of the green belt land was required to cross subsidise this exercise. My client has fully investigated the clean-up of his site, which has now been fully costed and discussed with Council officials and the housing development which he proposes will require no cross subsidy. My client accepts that a percentage of the housing proposed at his site should be aimed at the affordable housing sector, however the percentages outlined for the larger site identified in the current LDP would not be deliverable given the costs of dealing with the contamination on the site, left as a result of the former gas works which was located at the site. It is submitted that a figure of 33% for affordable sector housing is a more realistic allocation for my client's section of the site.</p>

Green Belt boundary issues

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

Transportation and Accessibility Assessment

Road access to site (Comment from Council's Roads Service)	Main access from Smithy Brae. To be designed in accordance with Design Manual for Roads and Bridges and National Roads Development Guide. Pedestrian access is on the road on certain section of Smithy Brae which may be unsuitable for elderly residents wishing to access the village centre. Suitable visibility should be provided at all accesses.
Surrounding road network (Comment from Council's Roads Service)	Pedestrian routes should be provided to Bridge of Weir Road. Parking should be provided in accordance with approved parking standard. Street lighting to be provided throughout site. Self-certified flood risk assessment required in accordance with policy.
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.

Key Agency Comments

Scottish Natural Heritage	None
Scottish Environment Protection Agency	None
Scottish Water	None
Strathclyde Partnership for Transport	No specific comments.
NHS Greater Glasgow and Clyde	None
Historic	None

Environment Scotland	
Transport Scotland	None
Forestry Commission Scotland	None

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.

The site is included as a housing development opportunity in the Proposed Local Development Plan.



Regeneration and Planning

Inverclyde Council
Municipal Buildings
Clyde Square
Greenock
PA15 1LY

Telephone: 01475 717171

E-mail: ldp@inverclyde.gov.uk

Web: www.inverclyde.gov.uk/newldp