



APPLICATION FOR FULL PLANNING PERMISSION:

PROPOSED NEW RESIDENTIAL DEVELOPMENT ON SITE OF SEACROFT, INVERKIP,  
INVERCLYDE, PA16 0EA  
FOR SLAM TRANSPORT

## ANALYSIS OF PLANNING POLICIES

Project No. 22056

1<sup>st</sup> Issue: 30/11/23

Revision A: 13/12/23



## 1.0 ANALYSIS OF PLANNING POLICY

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### 1.1 Planning Policies and Guidance (based on Proposed Local Development Plan)

Both the adopted Local Development Plan and the proposed Local Development Plan show the site within the Inverkip settlement boundary. Analysis of the major policies applying to the development is undertaken in relation to the proposed version of the Local Development Plan (Proposed Plan May 2021).

### 1.2 Policy 1 – Creating Successful Places

Inverclyde Council requires all development to have regard to the six qualities of successful places. In preparing and assessing development proposals, consideration must be given to the factors set out in Figure 2 (also listed below) and demonstrated in a design-led approach. Where relevant, applications will also be assessed against the Planning Application Advice Notes and Design Guidance for New Residential Development Supplementary Guidance. When assessing proposals for the development opportunities identified by this Plan, regard will also be had to the mitigation and enhancement measures set out in the Strategic Environmental Assessment Environmental Report.

1. Distinctive
2. Adaptable
3. Resource Efficient
4. Easy to Move Around
5. Safe and Pleasant
6. Welcoming

#### Analysis and response:

1. Distinctive:
  - The proposed development is contemporary. It is distinctly recognisable and immediately eye catching. The “Urban form” is in fact “semi-rural.” The existing locality comprises of detached bungalows. There are elements of this reflected in the proposed development; they are detached, they feature pitched roofs, they are designed to provide modern living. They are built using modern prefabricated technology, which will limit disruption on site and frequency of deliveries to site, build times, lead times and provide a high level of quality, which contributes significantly to the aesthetic look.
  - The development enhances the locality, allowing new vistas to be formed to the Clyde from the A78, benefiting the local community. The development promotes an openness, yet the landscape and topography is both preserved and enhanced.

- The development takes full advantage of important views, which are predominantly West across the Clyde.
- The privacy and benefits (of views and private grounds) to the existing properties are unaffected. The new development maintains existing habitats and encourages interaction with the landscape.

## 2. Adaptable:

- The space is further enhanced and adapted for a range of uses, including improvements to the existing active cycle route, walkers and leisure.
- New views are formed providing an openness to the A78. The positioning and distancing of the dwellings, together with new planting forms a buffer zone between the trunk road and the development, further enhancing the quality of the space.
- The development and grounds shall be maintained by owners / users.

## 3. Resource Efficient:

- A degree of natural shelter from wind is provided from the woodland to the South of the site.
- The benefit of natural daylight and sunlight is carefully considered – this is reflected in the provision of open gardens to the west and East – allowing increased light to the site. It can be seen from adjacent dwellings that East light is sacrificed, in favour of tall hedges and shrubs that form a buffer to the A78.
- SUDS will be achieved through permeable surfaces that promote drainage from the road through the site.
- Low and Zero carbon technology is achieved through high performing environment conscious materials, high performing insulation, heat pump systems and low powered installations. The design is sustainable. Not least, factory fabricated units contribute to less waste and high levels of control.
- The site provides adequate space for refuse collection.
- The dwellings are intended to provide a silver standard rating, outlined in Section 7.0 of the Building Standards Technical Handbook.

## 4. Easy to Move Around:

- The development fully incorporates the local path links, network, public transport nodes and neighbouring developments.
- The proposals incorporate proposals for improvements to the active travel route along the A78, recognising the needs of both pedestrians and cyclists. An additional buffer zone is proposed which further improves the experience and safety. The active travel route is further enhanced by new focal points to the west, as illustrated on the appended

CGIs.

5. Safe and Pleasant:

- There are no environmental nuisances generated from the proposed development; smells, vibration, dust flooding. The more relevant considerations; invasion of privacy and overshadowing have been carefully considered – the development respects and ensures that the adjacent developments are not impacted negatively.
- The creation of an outlook from each dwelling and an openness to the East mitigates the potential for antisocial crime.
- Security and surveillance will be a consideration as the development is progressed.
- Parking has been strategically planned so as to promote pockets of open space, shrubbery, plants and soft landscaping, thus contributing to the semi-rural theme of the locality.

6. Welcoming:

The development creates a sense of arrival – the requirement for a priority junction assists in achieving this. The entrance is framed with curved walls and new planting to provide an attractive streetscape. The buildings are legible. Boundaries, although soft, are defined sympathetically so as to create order within the site.

### 1.3 Policy 6 – Low and Zero Carbon Generating Technology

Support will be given to all new buildings designed to ensure that at least 20% of the carbon dioxide emissions reduction standard set by Scottish Building Standards is met through the installation and operation of low and zero carbon generating technologies. This percentage will increase to at least 25% by the end of 2025. Other solutions will be considered where:

- a) it can be demonstrated that there are significant technical constraints to using on-site low and zero-carbon generating technologies; and
- b) there is likely to be an adverse impact on the historic or natural environment.

As noted under “1.2 Resource efficient” above, it is intended that each dwelling will offer enhanced levels of environmental sustainability and energy use, in line with the “silver” standard outlined in Section 7.0 of the Building Standards Technical Handbook. As part of this commitment, low energy technologies will be installed within each dwelling. They will be some of the most modern and highest performing dwellings within Inverclyde. This is partially achieved by achieving very high build standards through factory prefabrication.

#### 1.4 Policy 9 – Managing Flood Risk:

Development proposals will be assessed against the Flood Risk Framework set out in Scottish Planning Policy. Proposals must demonstrate that they will not:

- a) be at significant risk of flooding (i.e. within the 1 in 200 year design envelope);
- b) increase the level of flood risk elsewhere; and
- c) reduce the water conveyance and storage capacity of a functional flood plain.

With reference to the previous application, submitted by our Client, a flood risk analysis and environmental report was prepared by ATK Civil and Structural Engineering Ltd and Kaya Consulting Ltd. The site will be designed to meet the requirements of the suggested methodology, which is set out in order to satisfy the necessary requirements.

#### 1.5 Policy 10 - Surface and Waste Water Drainage

New build development proposals which require surface water to be drained should demonstrate that this will be achieved during construction and once completed through a Sustainable Drainage System (SUDS), unless the proposal is for a single dwelling or the discharge is directly to coastal waters.

The provision of SUDS should be compliant with the principles set out in the SUDS Manual C753 and Sewers for Scotland 4th edition, or any successor documents.

Where waste water drainage is required, it must be demonstrated that the development can connect to the existing public sewerage system. Where a public connection is not feasible at present, a temporary waste water drainage system can be supported if:

- a) a public connection will be available in future, either through committed sewerage infrastructure or pro-rata developer contributions; and
- b) the design of, and maintenance arrangements for, the temporary system meet the requirements of SEPA, Scottish Water and Inverclyde Council, as appropriate.

Private sustainable sewerage systems within the countryside can be supported if it is demonstrated that they pose no amenity, health or environmental risks, either individually or cumulatively.

Developments including SUDS are required to have an acceptable maintenance plan in place, which identifies who will be responsible for maintenance and how this will be funded in the long term.

The development will be suitably designed in accordance with the recommendations of the appointed specialist consultants with respect to SUDS, waste management and with due consideration to the environmental impact. A maintenance plan will be put in place to ensure that the environment is unaffected by the new development, including the provision of a sustainable sewerage system, healthy living environment and good quality coastal waters, all which must be sustained. It is intended for the site to comprise of a natural soakaway system, via permeable surface materials. Falls will be laid to ensure that the existing pavement and roads network are unaffected.

## 1.6 Policy 11 – Promoting Sustainable and Active Travel

Development proposals, proportionate to their scale and proposed use, are required to:

- a) provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, links to the wider walking, cycling network and public transport network; and
- b) include electric vehicle charging infrastructure, having regard to the Energy Supplementary Guidance.

Proposals for development, which the Council considers will generate significant travel demand, are required to be accompanied by a travel plan demonstrating how travel to and from the site by means other than private car will be achieved and encouraged. Such development should also demonstrate that it can be accessed by public transport.

The Council will support the implementation of transport and active travel schemes as set out in national, regional and Council-approved strategies, subject to adequate mitigation of the impact of the scheme on:

development opportunities; the amenity and operations of existing and adjacent uses; and the resources protected by the Plan's historic buildings and places and natural and open spaces chapters.

The application site is directly located off the A78, via a new priority junction - also the main active travel route between Inverkip and Wemyss Bay, which offers leisurely access (walking and cycling) to Kip Marina, Main Street Inverkip, access to nature walking routes and general use for exercise. As well as the local amenities that Inverkip offers, there are also established transport links; Inverkip is on several bus routes and the local train station offers access to Greenock, Gourock, the Clyde Coast and Glasgow. These factors encourage the use of public and active travel instead of car travel. The site will accommodate an in-curtilage charging point for electric vehicles. The site will

also include provision of cycle storage facilities for each dwelling.

#### 1.7 Policy 12 – Managing Impact of Development on the Transport Network

Development proposals should not have an adverse impact on the efficient operation of the transport and active travel network. Development should comply with the Council's roads development guidelines and parking standards, including cycle parking standards. Developers are required to provide or financially contribute to improvements to the transport network that are necessary as a result of the proposed development.

The proposal comprises of four dwellings. The proposal therefore places very limited demand on the road infrastructure, given the provision of parking within the site. As part of the development, the active travel route will be improved and further enhanced, as described in 1.2 above.

#### 1.8 Policy 20 – Residential Areas

Proposals for development within residential areas will be assessed with regard to their impact on the amenity, character and appearance of the area. Where relevant, assessment will include reference to the Council's Planning Application Advice Notes Supplementary Guidance.

The development will have little effect on the amenity of nearby residential properties and will enhance the character of the area. The form, scale and occupation characteristics of the development is consistent with surrounding uses.

Inverclyde Council PAAN:

## 2.0 Planning Application Advice Note 3: Private and Public Open Space Provision in New Residential Development

Responding to the relevant points of advice note 3, the proposed open space surrounding the new development contributes positively to “placemaking.” The new development immediately establishes a new attractive impression of Inverkip on the edge / outside the village. Small private gardens of circa 10m in length are designed to extend to the West and the River Clyde, taking advantage of the prominent views. There are no “back-to-back” developments, and the grounds are visibly open to the river. Neighbouring properties are “significantly distant,” yet screening is provided, by way of soft planting, which further enhances the sensitivity and positive placemaking. Front gardens are maintained at least 6m and accommodate private parking.

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## 3.0 Summary

Inverclyde has long sought to promote the suitability of the area for high-quality housing in an effort to attract people to the area and stem population decline. This is a modest opportunity to provide a high quality small development in a highly sought after location at a minimal cost to the physical environment and technology that offers low running costs. The design of the dwellings offer an ideal downsizing opportunity, a starter home or an ideal location for those seeking regular access to Kip Marina for sailing and leisure.