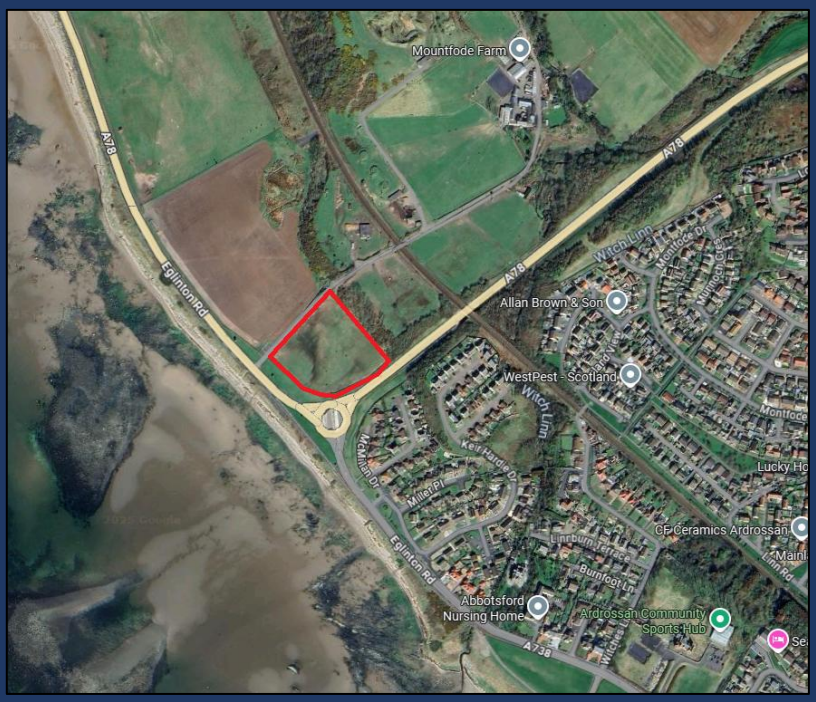
NPF4 SITE ASSESSMENT

Land to the north of Montfode Roundabout, Ardrossan (on behalf of The Mac Mic Group)



Location Plan (approximate extent of site being promoted on behalf of The Mac Mic Group for allocation in the new LDP)

Location	Land to the north of Montfode Roundabout, Ardrossan
Current Use	Grazing Land
Proposed Use	Roadside Services, potentially to include Hotel and Vehicle Filling Station with electric vehicle charging hub and ancillary Class 1A (Shops) and/or Class 3 (Food and Drink) with Drive-Thru Facility
	A letter issued in February 2023 by Scottish Government Chief Planner and the Minister for Public Finance, Planning and Community Wealth relative to NPF4 establishes that: • the application of planning judgement to the circumstances of an individual situation remains essential to all decision making, informed by principles of proportionality and reasonableness; • NPF4 must be read and applied as a whole; • the intent of each of the policies is set out in NPF4 and can be used to guide decision-making; • conflicts between policies are to be expected; and

	• factors for and against development will require to be weighed up in the balance of planning judgement
	Sustainable Places
NPF4 Policy 1 Tackling the nature and climate crises	Policy 1 establishes that LDPs must address the global climate emergency and nature crisis by ensuring the spatial strategy will reduce emissions and adapt to current and future risks of climate change by promoting nature recovery and restoration in the area. The intent of Policy 1 is to encourage, promote and facilitate development that addresses the global climate emergency and nature crisis, and it establishes an over-arching statement of policy intent which then runs through the other NPF4 Policies. The commentary set out in this Statement relative to each of the other policies of NPF4, when taken together, demonstrates that the over-arching requirements of Policy 1 are satisfied. In particular, the proposal will align with the Spatial Planning Priorities that are established in NPF4, which include support for the continued expansion of electric vehicle charging networks to support decarbonisation, particularly along key road routes and/or where they relate to ports and harbours. The proposals will also promote nature recovery and restoration through the provision of significant new green and blue infrastructure, which will include and provide new and enhanced biodiverse habitat.
NPF4 Policy 2 Climate mitigation and adaptation	Policy 2 establishes that the LDP spatial strategy should be designed to reduce, minimise or avoid greenhouse gas emissions, that the strategy should be informed by an understanding of the impacts of the proposals on greenhouse gas emissions, and that LDPs should support adaptation to the current and future impacts of climate change by taking into account climate risks, guiding development away from vulnerable areas, and enabling places to adapt to those risks. The development that is being proposed will meet the aims and requirements of Policy 2 as, by definition, it includes and has a focus on the delivery of electric vehicle charging facilities along a key road route, which is in close proximity and facilitates access to the ferry port at Ardrossan, the town of Ardrossan itself, north Ayrshire coastal towns, and other towns in North Ayrshire and beyond, and the provision of the proposed facility will help to reduce greenhouse gas emissions. Taking the above matters into account, the proposal meets the principle and over-arching requirements Policy 2 of NPF4.
NPF4 Policy 3 Biodiversity	Policy 3 establishes that LDPs should protect, conserve, restore and enhance biodiversity in line with the mitigation hierarchy, and help to facilitate the creation of nature networks and strengthen connections between them to support improved ecological connectivity; restoring

	degraded habitats or creating new habitats; and incorporating measures to increase biodiversity, including populations of priority species. The site currently comprising agricultural grazing land and preliminary investigation demonstrates that the site has limited and negligible ecological value. The indicative site layout design that is proposed includes for native hedge and tree planting around the site edges as well as a significant wildflower meadow grass planting in the eastern part of the site. Given the low level of existing ecology interest and value, the measures that are proposed will achieve significant biodiversity enhancement at the site. With the commitment to deliver these enhancements in place, it is clear that the proposals will facilitate the creation of nature networks and strengthen connections between them to support improved ecological connectivity; create new habitats; and incorporate measures which will increase biodiversity.
NPF4 Policy 4 Natural places	Policy 4 requires that LDPs identify and protect locally, regionally, nationally and internationally important natural assets, on land and along coasts; spatial strategy should safeguard them and take into account the objectives and level of their protected status in allocating land for development; and spatial strategies should also better connect nature rich areas by establishing and growing nature networks to help protect and restore the biodiversity, ecosystems and natural processes in their area. The site does not contain or form part of any Special Area of Conservation, Special Protection Area, Site of Scientific Interest, RAMSAR site or nationally designated landscape area. As set out relative to Policy 3, a series of biodiversity enhancement measures are proposed and embedded within the proposal such that the biodiversity, ecosystems and natural processes on the site and the wider area will be protected, restored and/or enhanced.
NPF4 Policy 5 Soils	Policy 5 requires that LDPs should protect locally, regionally, nationally and internationally valued soils, including land of lesser quality that is culturally or locally important for primary use. Whilst Scotland's Soils Map identifies the site as 3.1 (prime), the site is a small land parcel that sits between three roads and a railway line, and which is within a much wider area that is identified as Class 3.1. The site duly constitutes only a very minor part of the larger Class 3.1 area and is and has been used over time as grazing land, and that can be readily re-accommodated on other areas of land locally. It is also notable that the Soils Map uses a 1970's base, and it is understood that the analysis that resulted in the current classifications was carried out at a broad and high level and, as such, the classifications are more crude and general than would be the case if more detailed analysis was to be carried out.

	The Scotland's Soils map does not identify any peatland vegetation within the application site. In light of these considerations, it is considered that the proposal will have a minor and only very limited impact on agricultural land and that can be weighed against the proposal complying with the significant majority of other requirements of NPF4 and the benefits that will arise.
NPF4 Policy 6 Forestry, woodland and trees	Policy 6 requires that LDPs should identify and protect existing woodland and the potential for its enhancement or expansion to avoid habitat fragmentation and improve ecological connectivity, helping to support and expand nature networks; the spatial strategy should identify and set out proposals for forestry, woodlands and trees in the area, including their development, protection and enhancement, resilience to climate change, and the expansion of a range of types to provide multiple benefits. The site does not accommodate any substantive tree cover and any limited tree/shrub/hedge cover that does exist along the western edge will be protected, retained and/or enhanced as part of the future development of the site, such that in overall terms the extent and quality of tree cover will be enhanced, with consequent arboricultural and ecological/biodiversity benefits. The proposals duly align with and meet with the NPF4 requirements relative to forestry, woodland and trees.
NPF4 Policy 7 Historic assets and places	Policy 7 establishes that LDPs, including through their spatial strategies, should support the sustainable management of the historic environment, and that they should identify, protect and enhance valued historic assets and places. The site does not accommodate any listed buildings or built heritage interest and a development on the site will not therefore have an adverse impact on historic assets and places, and the requirements of Policy 7 are thereby satisfied. The proposals include for the retention of the existing stone wall that currently runs around the south and east edges of the site.
NPF4 Policy 8 Green belts	Policy 8 establishes that LDPs should consider using green belts, to support their spatial strategy as a settlement management tool to restrict development around towns and cities. Green belts will not be necessary for most settlements but may be zoned around settlements where there is a significant danger of unsustainable growth in car-based commuting or suburbanisation of the countryside. Green belts should be identified or reviewed as part of the preparation of LDPs. Boundary changes may be made to accommodate planned growth, or to extend, or alter the area covered as green belt. Detailed green belt boundaries should be based on evidence and should be clearly identified in plans. The current North Ayrshire LDP does not identify a Green Belt, but the site is within the Countryside, as defined in the current Plan. The policies

	that apply to the Countryside in the adopted Plan establish a general presumption against development, other than in certain excepted circumstances, and these include "tourism and leisure uses, where they would promote economic activity, diversification and sustainable development, particularly where they develop our coastal tourism offer/ infrastructure". The proposal is for the development of Roadside Services, potentially to include Hotel and Vehicle Filling Station with electric vehicle charging hub and ancillary Class 1A (Shops) and/or Class 3 (Food and Drink) with Drive-Thru Facility, and as a substantive part of the function would be to serve tourists and other visitors using the Arran ferry and travelling to the northern coastal towns, it aligns with the policy which allows for tourism related development which creates economic benefits. The Mac Mic Group is committed to creating NPF4 compliant masterplans that enhance biodiversity, and there is an opportunity through the proposed development to incorporate substantive landscaping to enhance the landscape setting whilst helping to address and meet the needs of North Ayrshire.
Policy 10 Coastal development	Policy 10 establishes that development proposals in undeveloped coastal areas will be supported where they are necessary to support the blue economy, net zero emissions or to contribute to the economy or wellbeing of communities whose livelihood depend on marine or coastal activities, or is for essential infrastructure, where there is a specific locational need and no other suitable site. As the proposal is for the development of Roadside Services, potentially to include Hotel and Vehicle Filling Station with electric vehicle charging hub and ancillary Class 1A (Shops) and/or Class 3 (Food and Drink) with Drive-Thru Facility, by virtue of providing electric vehicle charging and a local facility that can be accessed by walking and cycling it is in line with the requirement of Policy 10 as it supports the move to net zero emissions.
NPF4 Policy 13 Sustainable transport	Policy 13 requires that LDPs should prioritise locations for future development that can be accessed by sustainable modes; that the spatial strategy should reflect the sustainable travel hierarchy. Policy 13 also establishes that proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported, and that specifically includes support for proposals for electric vehicle charging infrastructure and electric vehicle forecourts. Policy 13 also provides support for development proposals where they provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards.

	The development that is being proposed includes and has a focus on the delivery of electric vehicle charging facilities along a key road route, which is in close proximity and facilitates access to the ferry port at Ardrossan, the town of Ardrossan, north Ayrshire coastal towns, and other towns in North Ayrshire and beyond. The provision of the proposed facility therefore aligns with and meets the requirement of Policy 13 as it includes for electric vehicle charging infrastructure in the form of an electric vehicle forecourt and will provide low or zero-emission vehicle and cycle charging points in a safe and convenient location.
	Liveable Places
NPF4 Policy 14 design quality, quality and place	Policy 14 requires that LDPs should be place-based and created in line with the Place Principle and that the spatial strategy should be underpinned by the six qualities of successful places, which are for development and the wider environment/place to be Healthy, Pleasant, Connected, Distinctive, Sustainable and Adaptable. The plan that accompanies this submission indicates how a suitable and high quality development can be put in place on this site. Detailed proposals will be carefully conceived with a focus on placemaking and the design, layout and landscape mitigation to reflect the principles of good design and the six qualities of successful places. A development by The Mac Mic Group will deliver a suitably high-quality development with building of appropriate design and materials, new green infrastructure, and boundary treatment, which will align with the six qualities of successful places and be safe and secure for all.
NPF4 Policy 15 Local living and 20 minute neighbourhoods	The 'Local living and 20 minute neighbourhoods' Policy Principles are intent to encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options. The indicative proposals includes for a Class 1A Shop and/or a Class 3 Food and Drink use, and the lack of equivalent facilities in the substantial residential area to the east means that the introduction of either of both of these uses, even if modest in size, will help provide new facilities that can be accessed by local residents by walking, wheeling or cycling or using sustainable transport options, in line with the policies relative to Local Living, which otherwise would not be addressed and so necessitate trips by car to more distant facilities. The proposal therefore duly aligns with the aims and requirements of NPF4 with regards to Local living and 20-minute neighbourhoods.
NPF4 Policy 18 Infrastructure first	Policy 18 establishes that LDPs and delivery programmes should be based on an integrated infrastructure first approach; that Plans should be informed by evidence on infrastructure capacity, condition, needs and

	deliverability within the plan area, including cross boundary infrastructure; set out the infrastructure requirements to deliver the spatial strategy, informed by the evidence base, identifying the infrastructure priorities, and where, how, when and by whom they will be delivered; and indicate the type, level (or method of calculation) and location of the financial or in-kind contributions, and the types of development from which they will be required. NPF4 defines infrastructure as communications (including digital and telecommunications networks and connections); existing and planned transport infrastructure and services; water management (supply, drainage systems and sewerage (including flood risk management)); energy supplies/energy generation; health and social care services; education; green and blue infrastructure; and spaces for play and recreation. There is suitable transport infrastructure to serve the development with bus stops in close proximity to the east and the site being accessible for pedestrians and cyclists; there are no known issues with regards to water supply or drainage and so connections will be able to be made; the site is not impacted by any river or coastal flooding and any limited surface water flooding can be avoided and/or suitably managed and alleviated in detailed design proposals; energy supply can be provided through on-site renewable and/or connection to existing networks; and the development will benefit from new and enhanced green infrastructure. The proposal, by being for Roadside Services, potentially to include Hotel and Vehicle Filling Station with electric vehicle charging hub and ancillary Class 1A (Shops) and/or Class 3 (Food and Drink) with Drive-Thru Facility, qualifies as transport infrastructure and services, in itself, falls within the scope of infrastructure that is encouraged and supported by Policy 18.
NPF4 Policy 20 Blue and green infrastructure	NPF4 establishes that LDPs should be informed by relevant, up-to-date audits and/or strategies, covering the multiple functions and benefits of blue and green infrastructure. The spatial strategy should identify and protect blue and green infrastructure assets and networks; enhance and expand existing provision including new blue and/or green infrastructure. LDPs should safeguard access rights and core paths, including active travel routes, and encourage new and enhanced opportunities for access linked to wider networks. As indicated, the site will be developed in a manner that ensures that the majority of existing trees which are in place along the site edges, particularly those deemed to be healthy and of arboricultural and/or amenity value will be retained and protected; the development will provide generous provision of new tree, hedge and wildflower planting, and will accommodate sustainable drainage measures, and when taken together with the fact that the site does not accommodate any identified and/or protected green or blue infrastructure this demonstrates that the proposals satisfy the requirements of NPF4.

NPF4 Policy 22 Flood risk and water management	Policy 22 establishes that LDPs should strengthen community resilience to the current and future impacts of climate change, by avoiding development in areas at flood risk as a first principle. Resilience should also be supported by managing the need to bring previously used sites in built up areas into positive use; planning for adaptation measures; and identifying opportunities to implement improvements to the water environment through natural flood risk management and blue green infrastructure. Plans should take into account the probability of flooding from all sources and make use of relevant flood risk and river basin management plans for the area. A precautionary approach should be taken, regarding the calculated probability of flooding as a best estimate, not a precise forecast. For areas where climate change is likely to result in increased flood exposure that becomes unmanageable, consideration should be given to alternative sustainable land use. Only very limited parts of the site are identified on SEPA's flood map as being at potential risk from surface water flooding. The drainage strategy and infrastructure that will be embedded within the development will ensure that this is mitigated to ensure that the proposals align with the requirements of NPF4 relative to flood risk and water management.
NPF4 Policy 25 Community wealth building	The proposal is in line with the Community Wealth Building policy as it will increase spending within the community; support the use of local supply chains and services; and create jobs.
NPF4 Policy 27 City, town, local and commercial centres	NPF4 establishes that LDPs should consider, and if appropriate, identify any areas where drive-through facilities may be acceptable where they would not negatively impact on the principles of local living or sustainable travel, and as Policy 27 includes that drive-through developments will only be supported where they are specifically supported in the LDP it is essential that proposals that include for drive-through development are given fair and balanced consideration in the Plan process. The proposals align with the Spatial Planning Priorities of NPF4, which include support for the continued expansion of electric vehicle charging networks to support decarbonisation, particularly along key road routes and/or where they relate to ports and harbours, and for development that supports Local living. As set out in preceding parts of this Statement, the proposal will contribute towards meeting these requirements and so duly aligns with Policy 27 and so establishes the case for the site being allocated for a development that incorporates a drive-through.
Policy 28 Retail	Policy 28 established that in island and rural areas, development proposals for shops ancillary to other uses such as farm shops, craft shops and shops linked to petrol/service/charging stations will be supported where it will serve local needs, support local living and local jobs; the potential impact on nearby town and commercial centres or village/local shops is acceptable; it will provide a service throughout the year; and the likely impacts of traffic generation and access and parking arrangements are acceptable.

	This Policy establishes, in principle, support for shops ancillary to petrol/service/charging stations in rural areas, particularly where it will serve local needs, support local living and local jobs, and that is the case with this proposal as it will provide a service to nearby residential areas as well as tourists and other visitors, and thereby also create and support local jobs. The nature and specific characteristics of the proposed facility will not be equivalent to or compete with the provision in any nearby town, commercial centre or village/local shops and so there will be no significant and/or adverse impact. The proposal will also provide a service throughout the year, and the likely impacts of traffic generation and access and parking arrangements are judged to be acceptable and capable of being accommodated without adverse impact.
Policy 30 Tourism	NPF4 establishes that LDPs should support the recovery, growth and long-term resilience of the tourism sector and that the spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment. Policy 30 also establishes that proposals for tourism related development will take into account matters including opportunities for sustainable travel. The proposal that is subject of this Statement includes for a new hotel and the expansion of the electric vehicle charging network along a key road route which provides access to Ardrossan port/harbour, Arran and the north Ayrshire coastal settlements, and the proposal therefore duly accords with the stated aims of Policy 30, namely to support the tourism sector and facilitate sustainable travel.
Conclusion	The preceding assessments have demonstrated that the development of Roadside Services, potentially to include Hotel and Vehicle Filling Station with electric vehicle charging hub and ancillary Class 1A (Shops) and/or Class 3 (Food and Drink) with Drive-Thru Facility, on the land that is subject of this submission meets the requirements of NPF4, and the site can and therefore should be duly allocated for these purposes in the new Local Development Plan.

Potential bunding to provide screening

Native hedge and trees to separate plots whilst allowing views south from the hotel

Existing stone wall retained

Focal point trees to frame site boundary and provide filtered screening to roundabout

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Legend

- Existing woodland vegetation to be retained and protected
- Proposed focal point trees
- Proposed compact street trees
- Proposed hedge planting
- Proposed close mown amenity grass
- Proposed wildflower meadow grass
- Proposed paved curtilage
- Proposed tarmac road and parking
- Proposed bunding
- Existing stone wall retained
- Option 1 site boundary

General Notes

1. For design intent purposes only.
2. No information with regard to levels, drainage & underground services was available to us at time of preparation of drawing.

north

Rev A: 21/08/2025 - Boundary line added. (GB)

0 10 20 30 40m

Project: Ardrossan	Client: Mactaggart & Mickel
Drawing Title: Concept Masterplan Option 1	
Scale: 1:500 @ A2	Date: 22 / 02 / 2024
Drawing No: 2311 / 01 Rev A	Status: Planning
Drawn by: G Barcroft	Checked by: R Wilkie

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Existing woodland retained and protected

Hotel

Wildflower meadow to accommodate groundworks and stand-off from existing woodland

Indicative parking provision

Potential bunding to provide screening

Native hedge and trees to separate plots whilst allowing views south from the hotel

Restaurant with frontage/ signage visible from main road

South-facing outdoor dining, seating and play area

Existing stone wall retained

Focal point trees to frame site boundary and provide filtered screening to roundabout

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Legend

- Existing woodland vegetation to be retained and protected
- Proposed focal point trees
- Proposed compact street trees
- Proposed hedge planting
- Proposed shrub planting
- Proposed close mown amenity grass
- Proposed wildflower meadow grass
- Proposed paved curtilage
- Proposed outdoor seating/ dining and play area
- Proposed tarmac road and parking
- Proposed bunding
- Existing stone wall retained
- Option 2 site boundary

General Notes

1. For design intent purposes only.
2. No information with regard to levels, drainage & underground services was available to us at time of preparation of drawing.

north

Rev B: 21/08/2025 - Updated following client comment. (GB)
Rev A: 21/08/2025 - Boundary line added. (GB)

0 10 20 30 40m

Project: Ardrossan	Client: Mactaggart & Mickel
Drawing Title: Concept Masterplan Option 2	
Scale: 1:500 @ A2	Date: 22 / 02 / 2024
Drawing No: 2311 / 02 Rev B	Status: Planning
Drawn by: G Barcroft	Checked by: R Wilkie

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