



WEST DUNBARTONSHIRE  
**Local Development Plan 2**  
Main Issues Report

April 2017



# West Dunbartonshire Local Development Plan 2

## Main Issues Report

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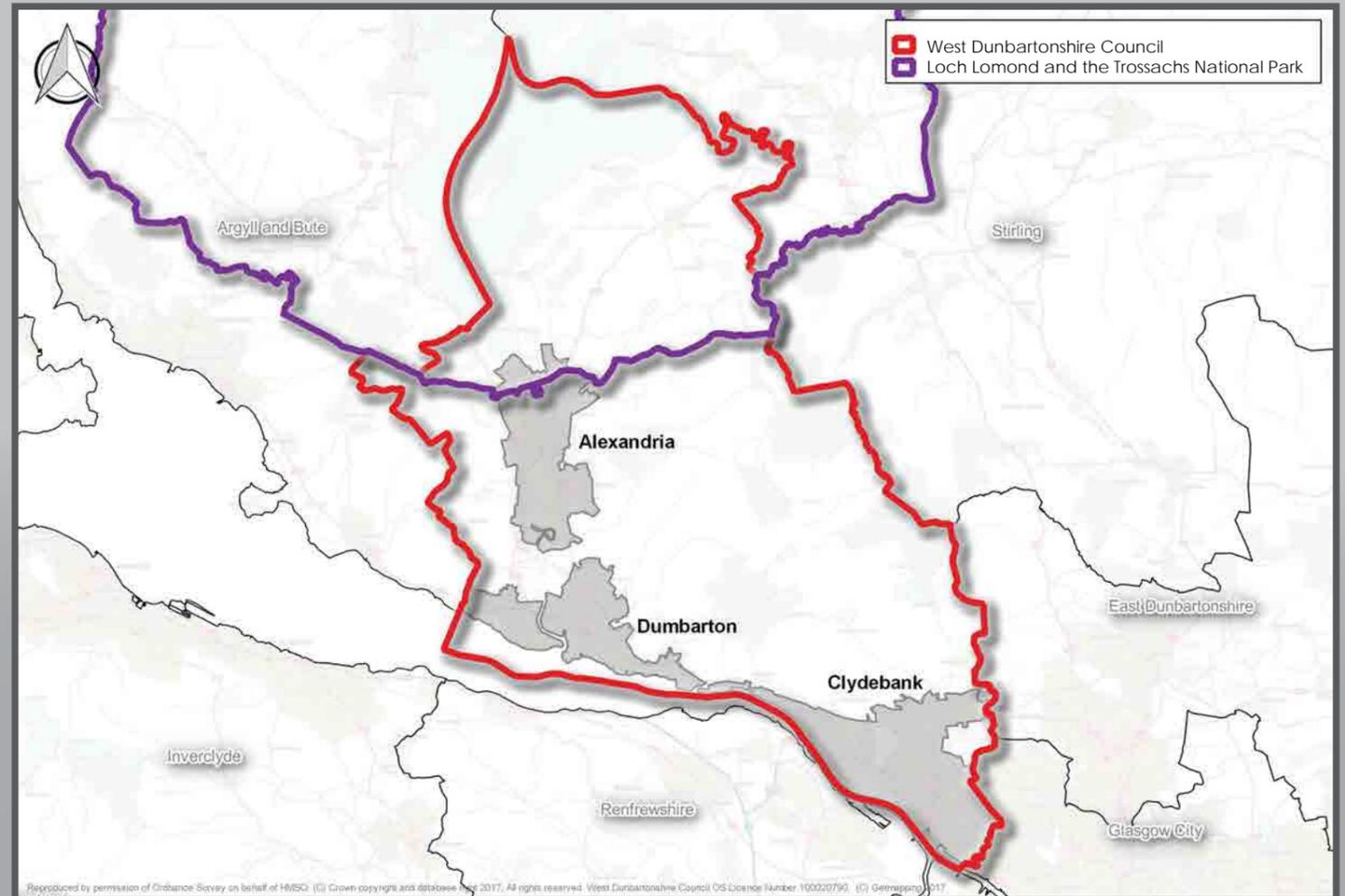
# Chapter 1: Introduction

## Welcome

Welcome to the Main Issues Report for West Dunbartonshire Council. This is the first phase in the preparation of the second Local Development Plan for the area.

West Dunbartonshire is a very attractive part of Scotland with the Kilpatrick Hills providing a captivating backdrop over Clydebank and Dumbarton. It is the westernmost gateway to Loch Lomond and the Trossachs and provides the main tourist entry in the West of Scotland into the National Park. West Dunbartonshire also has an attractive historic environment in many of its towns with the Category A Listed Dumbarton Castle and Rock prominently sitting above Dumbarton and the River Clyde, as well as, containing a section of the Antonine Wall World Heritage Site and the Forth and Clyde Canal Scheduled Ancient Monument.

It is an exciting time in West Dunbartonshire. Significant change is underway with recent committed investment towards key regeneration areas including Queens Quay, Dumbarton Waterfront and Bowling Basin. Additionally, the Council is in the process of considering major proposals which present significant opportunities for growth and further investment in the area.



## What is the Local Development Plan and what does the Main Issues Report seek to do?

The Local Development Plan guides the future use of land in West Dunbartonshire taking into consideration social, economic and environmental issues. It indicates where development should and should not happen, giving relevant protection to land where required but also highlighting opportunities for investors and communities.

There are currently two Plans in place in West Dunbartonshire – the West Dunbartonshire Local Plan (adopted 2010) and the Local Development Plan (Proposed Plan) 2016, hereafter referred to as the Proposed Plan (2016). The Council took a decision in April

2016 that the Local Development Plan would not be adopted but would retain its Proposed Plan status and would continue to be a material consideration in the determination of planning applications, as the plan represents the most up to date policy position. Once adopted, Local Development Plan 2 will supersede both of these Plans.

This Main Issues Report is the first stage in the preparation of Local Development Plan 2 for the West Dunbartonshire area, excluding the area that falls within the Loch Lomond and the Trossachs National

Park boundary, as outlined in Figure 1 above. The National Park Planning Authority is responsible for planning matters within the National Park and has its own Local Development Plan.

The Main Issues Report is a consultation document which focuses on the key changes which have occurred since the previous plans (the adopted Local Plan (2010) and the Proposed Plan (2016)) and it will highlight the key opportunity areas for future development in West Dunbartonshire.

## Why should you get involved?

Development impacts upon everyone, from developers and landowners to communities and the public and those who commute to the area for work. This is the chance for you to have your say on the future development of the area.



## The process and timetable

There are several significant stages in the preparation of the new Local Development Plan from Main Issues Report through to adoption of the final Plan. These key stages and the timescales are outlined below –



The timetable of preparation includes scheduled periods for consultation to take place and to give interested parties time to consider the document and respond.

## How you can get involved and engage with us

The consultation period for the Main Issues Report runs from June 2017 to September 2017. During this time the Council will actively consult and hold consultation events for people to get involved.

Additionally, responses to the Main Issues Report can be submitted by the following means:



**Online:** completing the on-line form or commenting on the online version of the Main Issues Report available at: <http://www.west-dunbarton.gov.uk/council/strategies-plans-and-policies/local-development-planning/local-development-plan/>



**Email to:** [ldp@west-dunbarton.gov.uk](mailto:ldp@west-dunbarton.gov.uk). In your subject box please type 'MIR consultation';



**Writing to:** Antony McGuinness, Team Leader – Forward Planning, Planning and Building Standards, West Dunbartonshire Council, Aurora House, Clydebank, G81 1BF

Official comment forms are available online and from Council Offices and Libraries.



Respondents are encouraged to support their preferred option for any issue by responding to the questions at the end of each main issue.

# Chapter 2: Delivering Our Changing Places

The Proposed Plan (2016) focused on 'Our Changing Places', which were areas within West Dunbartonshire the Council wanted and expected to change over the next 5 -10 years.

These areas include our key regeneration sites, such as Queens Quay, Dumbarton Waterfront, Lomondgate and sites within the town centres of Alexandria, Clydebank and Dumbarton, which are the heart of our communities. These town centres still face significant challenges to remain attractive destinations for our residents and visitors, both in terms of the shops and other facilities, as well as, the physical environment.

Enabling the delivery of the major regeneration sites within West Dunbartonshire is one of the Council's priorities, as detailed within the Economic Development Strategy (2015-2020) and the Infrastructure Investment Plan (2012). The key regeneration sites identified in these documents are as follows:

- Clydebank town centre and Queens Quay;
- Dumbarton town centre and waterfront;
- Exxon (Esso), Bowling;
- Lomondgate and the Vale of Leven Industrial Estate;
- Alexandria town centre;
- Bowling Basin and Harbour; and
- Carless

The Council are committed to bringing forward investment to deliver development on these sites within the next five years. This commitment therefore sets the context for consultation within this Main Issues Report and is the major focus of Local Development Plan 2, which is to deliver Our Changing Places.

## Glasgow City Region – City Deal

The Glasgow City Region City Deal is aimed at funding major infrastructure projects throughout the Glasgow and Clyde Valley region. The £1.13 billion City Deal is one of the main changes which have emerged since the Proposed Plan (2016) was prepared by the Council and will help to facilitate projects within each of the eight local authorities within the City Region.

Within West Dunbartonshire, the city deal project will help to regenerate and reinvigorate a key regeneration site in Bowling which will assist in delivering economic growth. The Esso Bowling City Deal project will cost £27.897 million over the next seven years and will develop the site as a major industrial and commercial location, including the creation of a new road which will provide access to the site.

In addition, a city deal project being proposed by Renfrewshire Council involves a new river vehicular crossing between West Dunbartonshire/Glasgow and Renfrew. This could also have economic impacts on Clydebank and the surrounding area and it also requires to be considered through this Main Issues Report.

## Main Issues

There have been 11 Main Issues identified in relation to delivering our Changing Places and these are detailed below:

Number	Main Issue
1	Queens Quay, Clydebank
2	Dumbarton Town Centre and Waterfront
3	City Deal Project: Esso Bowling and Scott's Yard
4	Lomondgate, Dumbarton
5	Vale of Leven Industrial Site, Dumbarton
6	Young's Farm, Dumbarton
7	Clydebank Town Centre Strategy
8	Clyde Crossing City Deal Project
9	Stanford Street, Clydebank and Forth and Clyde Canal
10	Lomond Canal
11	Remaining Changing Places – Bowling Basin, Alexandria Town Centre, Carless, Kilpatrick Hills and the Green Network

### Why is there a strategy for Queens Quay?

Queens Quay is the most significant regeneration opportunity in West Dunbartonshire, adjacent to the waterfront and in close proximity to Clydebank town centre. The Council is working in partnership with the landowners, Clydeside Regeneration Ltd. (CRL), to secure delivery of the core infrastructure works to allow the various development parcels to proceed in the central area. The development on this large site will radically change the townscape of Clydebank, thus a comprehensive strategy is required. The overall site is located between the A814 Dumbarton Road and the River Clyde and extends from Cable Depot Road in the west to Rothesay Dock in the east.

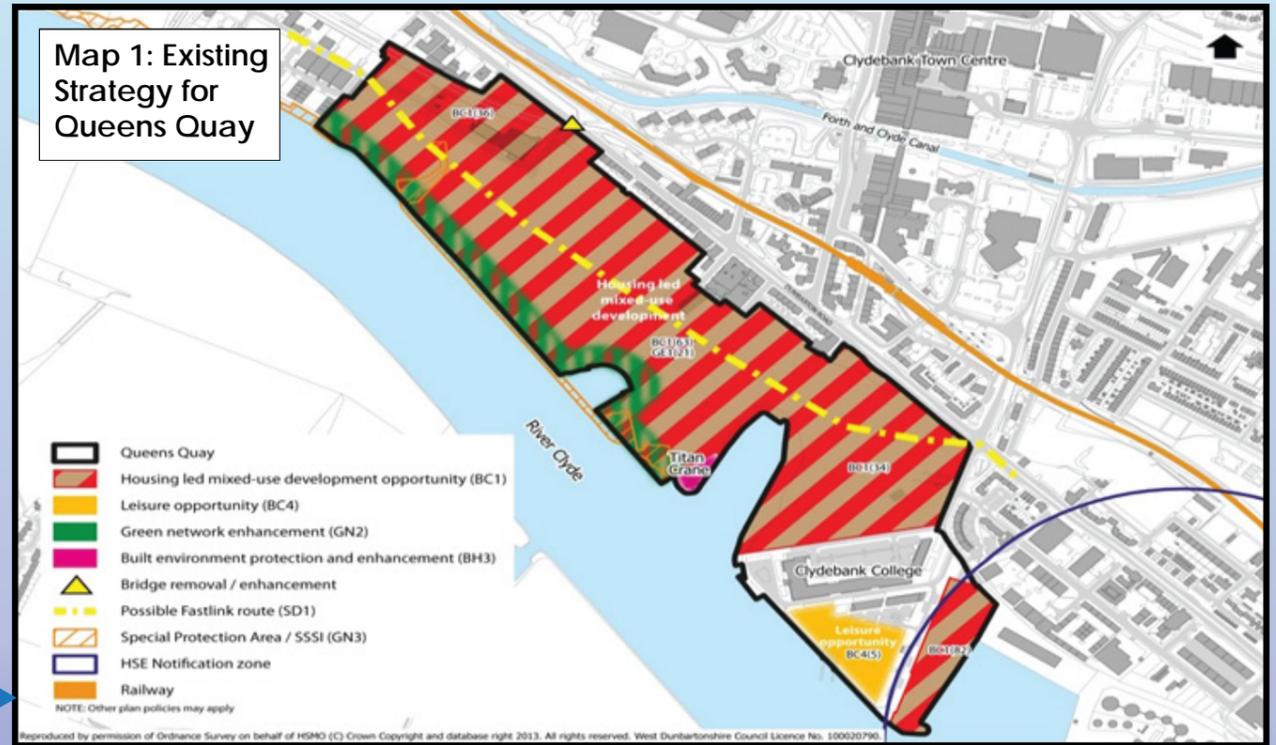


### What is the existing strategy for Queens Quay?

The Proposed Plan (2016) identified Queens Quay as a 'Changing Place' and put in place a strategy to provide:

- substantial housing development;
- support for other uses including business and industry, public services, leisure, cafes, hotels, education, and retail;
- green network enhancements; and
- reservation of Fastlink route if required

The existing strategy map within the Proposed Plan (2016) is detailed in Map 1.



### Design Framework

An approved Design Framework for the central 33 hectares of the site sets out how the site is likely to be developed and identifies uses for different parts of the site, key road and path connections and civic and open spaces. It divides the site into twelve individual development parcels incorporated within three broad land uses of residential, mixed use and health and care. Planning permission in principle was granted in September 2016 for up to 1,000 private and affordable dwellings, commercial, leisure uses and a new health quarter. The site will provide substantial new green infrastructure which will be integrated and provided throughout the site and includes a waterfront park, boulevard, pocket parks, public realm around the basin and cycle and pedestrian routes. The approved design framework is detailed below:



### What progress has been made on Delivering the Strategy?

Development has continued adjacent to the Clydebank West College Scotland, with the recent completion of the Clydebank Leisure Centre. The difficulty of achieving development on such a large and complex site has been recognised by the Council, who have committed £16 million towards advance infrastructure to facilitate development on the site. Detailed applications have now been submitted for the spine road, public realm works and a new Care Home and an application for a new health and medical centre is expected shortly.

The Council has committed an additional £6 million to the development of a District Heating Network at Queens Quay and it has received £6 million of match funding via the Scottish Government's Low Carbon Infrastructure Transition Programme. All new homes built on the site will benefit from the District Heating Network and it will be able to provide an alternative heat source to a number of public buildings including the college, new leisure centre, new care home and health centre, council offices, town hall and library. There is also potential for the Golden Jubilee Hospital and its expansion plans to be connected to the District Heating Network both as a heat supplier and a heat user. Heat Generation and Heat Networks are also discussed in Main Issue 17 in Chapter 4 of this Main Issues Report.

## Are there any development constraints on the site that require to be addressed?

The Queens Quay site adjoins the Inner Clyde Site of Special Scientific Interest and Special Protection Area. Development must not have an adverse effect on redshank, which are the qualifying interest of the Special Protection Area, in terms of disturbance or pollution. Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal.



## Does the strategy for Queens Quay need to be revised?

There has already been significant investment in the Queens Quay area, with the completion of the new leisure centre, the West Scotland College, the business units at Titan Enterprise and the Council office at Aurora House. However, the Council is keen to see the area regenerated in a comprehensive manner. The Clydebank waterfront remains a strategic economic investment location within Clydeplan, with business, financial services and life sciences as key sectors.

The Queens Quay site is in close proximity to the world renowned Golden Jubilee Hospital and the NHS have indicated plans to expand its hospital functions. Re-allocating land to the west of the site, on both sides of Cable Depot Road, could provide land for the proposed expansion of the Golden Jubilee Hospital in terms of accommodation for additional staff or offices, which could support research and development or other medical related activities. It is therefore proposed that the site should be reallocated to mixed use to retain the option of residential uses within the area of land but also to provide land for the hospital, or other acceptable business and industrial uses, should it be required.

Although the railway embankment restricts redevelopment to the north, it is considered that the undeveloped land in this location could provide limited residential and/or business uses therefore ensuring that development of the site is maximised. The railway bridge and embankment are likely to remain for the foreseeable future and it presents a possible opportunity for green network enhancements, which requires to be explored with relevant landowners.

It is considered that the existing strategy for the site does not need to be revised significantly as progress is being made on its implementation. However, it is suggested that areas of land surrounding the Planning Permission in Principle site should be re-allocated to mixed or business and industrial uses. These areas are detailed below and within Map 2. The reasons for the re-allocation of the specific areas of land are given below.

Rothesay Dock is an operational dock and it is considered that residential uses are not compatible with an operational dock. Business and industrial uses are more appropriate within this location. The site previously was subject to a Planning Permission in Principle application for residential development. This application was withdrawn before it was determined and there has been no interest in developing the site for residential development since. The site is also within 1:200 year flood plain and is located within the outer zone of the Health and Safety safeguarded zone. These issues and the lack of market interest in residential development demonstrate why Rothesay Dock should be reallocated from residential uses to business and industrial uses, which are more compatible with the operational nature of the dock.

The existing strategy of Proposed Plan (2016) includes a proposed Fastlink route. While this is still aspirational, there have been no firm commitments given or funding put in place for its delivery. New bus infrastructure forms part of the infrastructure works for the Planning in Principle part of the site and any future implementation of Fastlink could be utilised within existing infrastructure. It is proposed that the Fastlink route should be removed.

A £12 million investment has been committed to the development of a District Heating Network at Queens Quay, which will benefit all new homes built on the site and provide an alternative heat source to a number of public buildings. Support should continue to be given to ensure that a District Heating Network is delivered at Queens Quay.



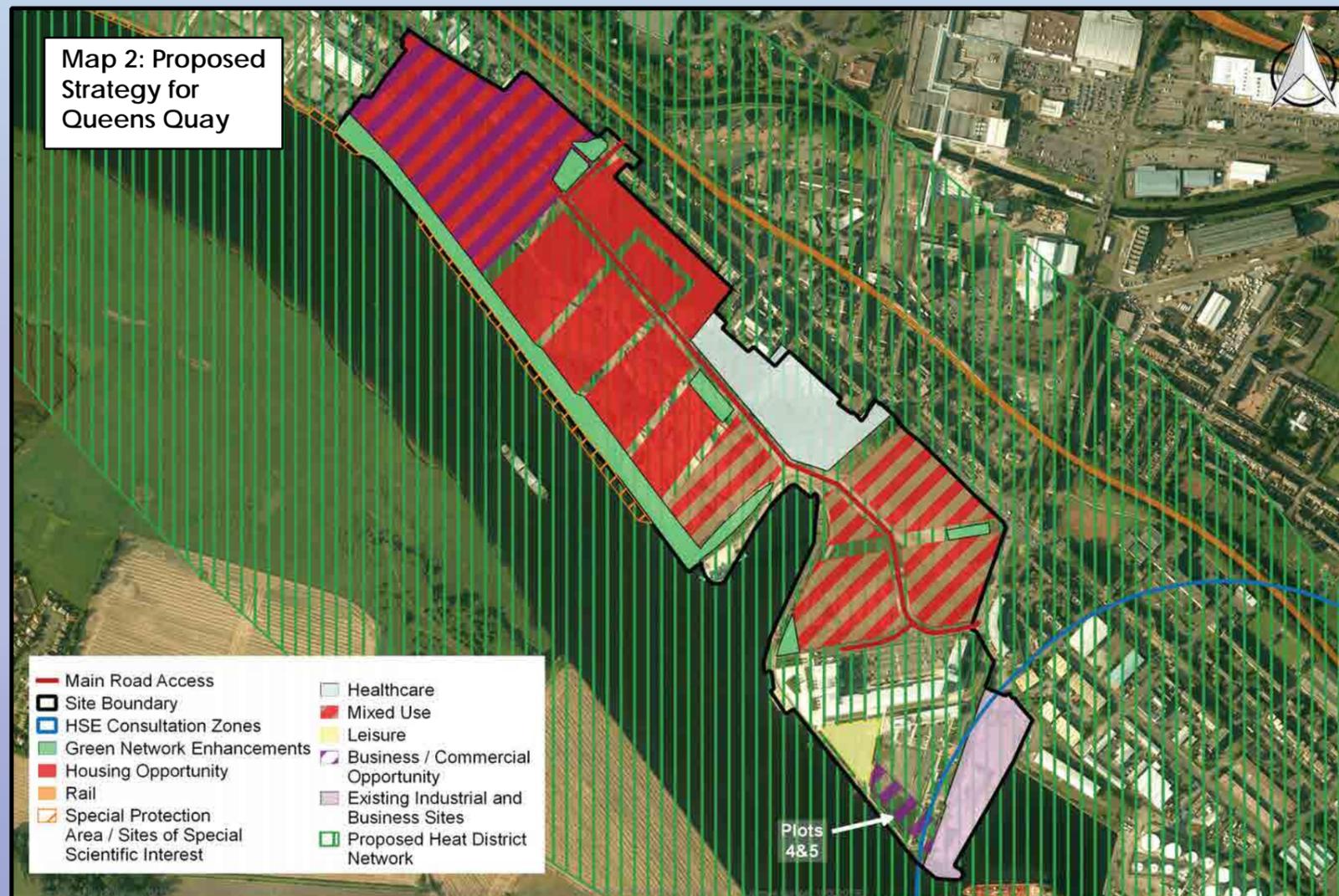
## What is the Main Issue?

The Main Issue explores whether areas of land beyond the central area of the Queens Quay site (the Planning Permission in Principle site) should be reallocated to other uses.

## Preferred Option

The Council's preferred option is to continue to implement the existing strategy and the proposals within the approved design framework for the central Queens Quay area, but also to reallocate areas of land as detailed below and illustrated within Map 2, in order to Deliver our Changing Place at Queens Quay:

- Reallocate the area to the west of the framework area, on both sides of Cable Depot Road, to mixed use as detailed above.
- Continue the green network improvements and active travel routes along the waterfront path, which is identified in the approved design framework above and within phase 1 of the detailed infrastructure application;
- Removal of the Fastlink proposal
- Explore green infrastructure and recreation uses at the railway bridge and embankment with relevant landowners;
- Continue to allocate Plots 4 and 5 for business pavilions or commercial opportunities;
- Reallocation of Rothesay Dock from residential to business and industrial purposes; and
- Support for the District Heating Scheme.



## Alternative Option

The alternative option is to continue to implement the existing strategy and retain the current designations for the areas of land outwith the central area. This would not reflect the current position of the Council of developing this area in a comprehensive manner. It could also lead to these areas of land being undeveloped, potentially due to the market not being interested in those original uses.

Due to the proposed expansion of the Golden Jubilee Hospital, it is considered that there needs to be a better mix of uses within these areas to allow them to be developed.



### Question 1:

**Do you agree that the areas of land should be reallocated to the uses detailed above?**

**If not, can you explain your reasons why and provide any alternative options you wish the Council to consider?**



### Why is there a strategy for the Town Centre and Waterfront?

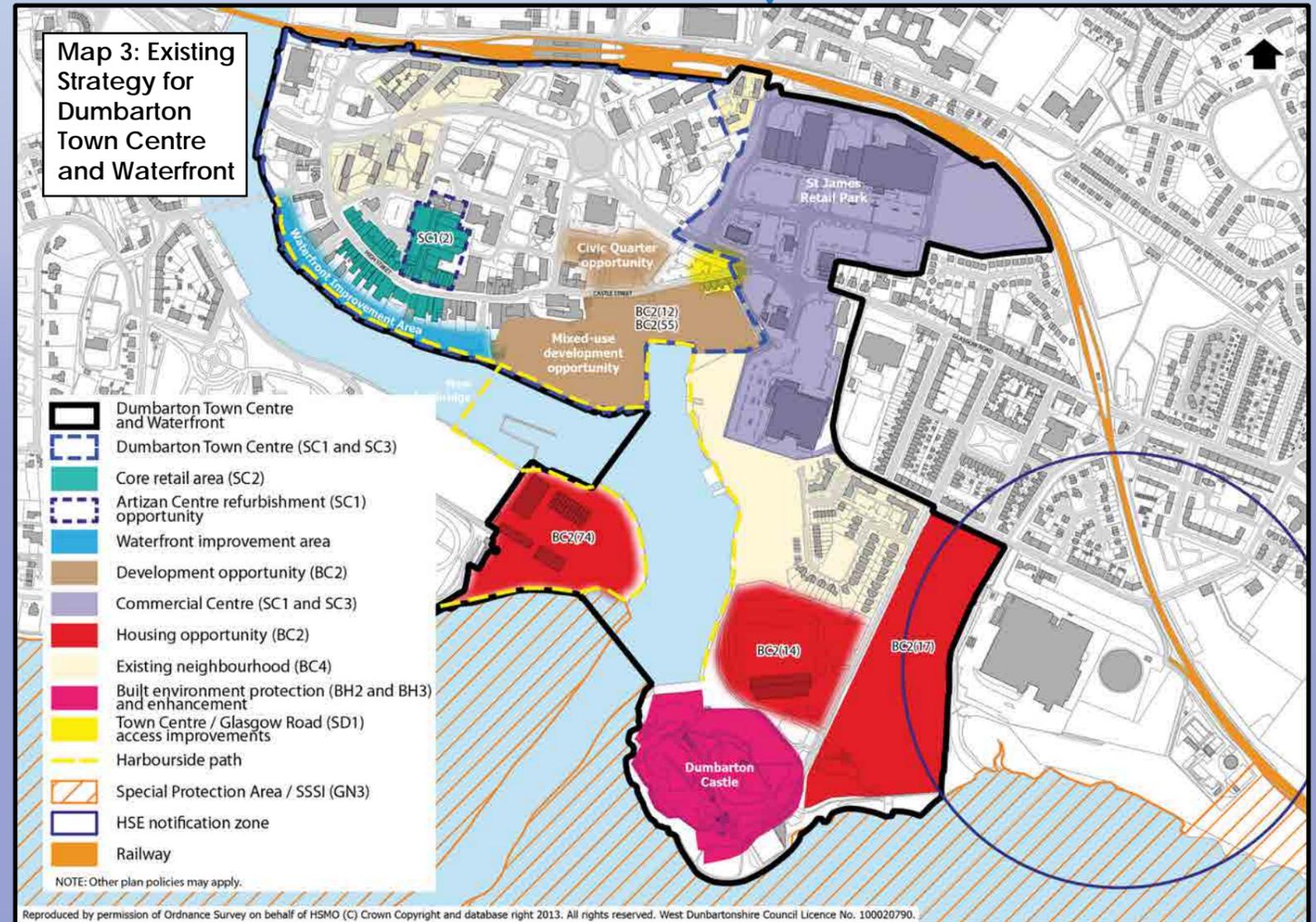
Dumbarton Town Centre and Waterfront is an important area historically and for the local community, but it is in need of significant regeneration. The Town Centre and Waterfront provides a wide range of different uses, such as residential and retail, with interesting civic and recreational open spaces that add to the character and amenity of the whole area. Dumbarton Castle and Rock is a focal point overlooking both the town centre and the River Clyde and River Leven. The town also is home to Dumbarton Football Club whose stadium is a prominent feature on the waterfront.

The town centre turns its back on the River Leven. There are opportunities to make the River a focal point again by reconnecting the water with the town centre and introducing further opportunities for night time uses, such as restaurants and cafés. Furthermore, there are large vacant sites which are detracting from the Waterfront and have an impact on the vitality of the town centre and there is an opportunity to re-connect these sites to the town centre and the Dumbarton Rock and Castle.



### What is the existing strategy for Town Centre and Waterfront?

The Proposed Plan (2016) identified the Town Centre and Waterfront as a 'Changing Place' and Map 3, below, illustrates the strategy that was put in place.



### Are there any development constraints on the site that require to be addressed?

The River Leven is a Local Nature Conservation Site and migratory route for Atlantic salmon and brook lamprey between the Endrick Water Special Area of Conservation and the Firth of Clyde. The waterfront also adjoins the Inner Clyde Site of Special Scientific Interest and Special Protection Area.

Development within Dumbarton Town Centre and Waterfront must not have an adverse effect on redshank, which are the qualifying interest of the Inner Clyde Special Protection Area, in terms of disturbance or pollution, or upon Atlantic salmon and brook lamprey, which are the qualifying interest of the Endrick Water Special Area of Conservation, in terms of disturbance, pollution or indirect habitat modification. Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal.

## What progress has been made on delivering the Strategy?

Ongoing but substantial progress has been made in delivering the strategy within the Proposed Plan (2016) and this is outlined below.

A charrette for Dumbarton Rock & Castle was undertaken in 2015 and as part of that process several priority projects were identified, which will require to be integrated into the existing strategy and delivered as part of Local Development Plan 2.

As part of the continuation of the waterfront path, the current strategy contains an aspiration to have a footbridge to connect the town centre to Levensgrove Park. A study has been undertaken to establish the economic impact and cost of such a bridge, which is presently estimated to be approximately £9 million. Local Development Plan 2 will be required to consider whether the aspiration of the footbridge should be contained within the strategy for the town centre and waterfront.

Within the town centre, although limited refurbishment has taken place at the **Artizan Centre**, there is still a high vacancy level. Although proposals for refurbishment of the centre have not been substantially implemented, there is still development potential for these units. Local Development Plan 2 will therefore continue to investigate and pursue proposals to bring them back into active use.

Development of the new **Council offices** is currently underway on land north of Castle Street, which will relocate Council staff to the town centre and will help to boost footfall within the town centre. It is hoped that this will generate additional demand for the units in the town centre. The development is due for completion in late 2017/early 2018.

Public access along the entire waterfront has been a longstanding aspiration of the Council and it is contained in the Dumbarton Town Centre and Waterfront revised urban strategy (November 2014) and the Proposed Plan (2016). The actions from the charrette included a priority project to create a new waterfront path linking the Rock and Castle to the town centre. The Council has also agreed to grant planning permission for the waterfront path and Planning Guidance has been agreed detailing the approach to its delivery.

**St James Retail Park** remains well occupied and the development site to the east of the retail park has consent for 6,500 sqm of retail floorspace. The owner of the retail park wishes for continued support of the retail park as a commercial centre and the retail development opportunity to the east. Further to this, they consider that there is an opportunity within the retail park to revise existing floorspace and to introduce smaller scale retail development.

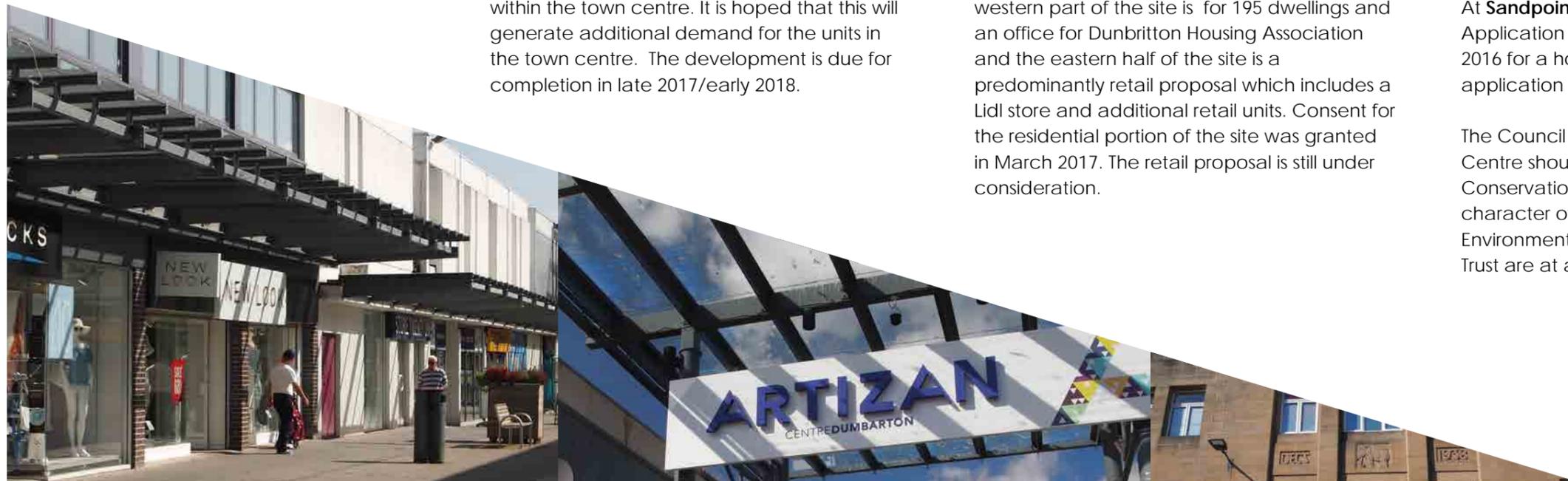
Two detailed planning applications have been submitted for the mixed-use development opportunity site **south of Castle Street**. The western part of the site is for 195 dwellings and an office for Dunbritton Housing Association and the eastern half of the site is a predominantly retail proposal which includes a Lidl store and additional retail units. Consent for the residential portion of the site was granted in March 2017. The retail proposal is still under consideration.

North of Dumbarton Football Club, a detailed application has been submitted to complete the development of this site by Turnberry Homes. The site to the east of **Castle Road** has planning permission for 237 houses/flats and the development is currently underway.

Further south of the town centre, the **Dumbarton Football Club** site has planning permission for residential use on part of the site. The Football Club are currently seeking a new location for the club at Young's Farm. This issue is further discussed in this report, see Main Issue 6.

At **Sandpoint Marina**, a Proposal of Application Notice was submitted in October 2016 for a housing development. No planning application has been submitted to date.

The Council is investigating if Dumbarton Town Centre should be designated as a Conservation Area to protect the special character of the area. Discussions with Historic Environment Scotland and the Scottish Civic Trust are at an early stage.



## Does the strategy for Dumbarton Town Centre and Waterfront need to be revised?

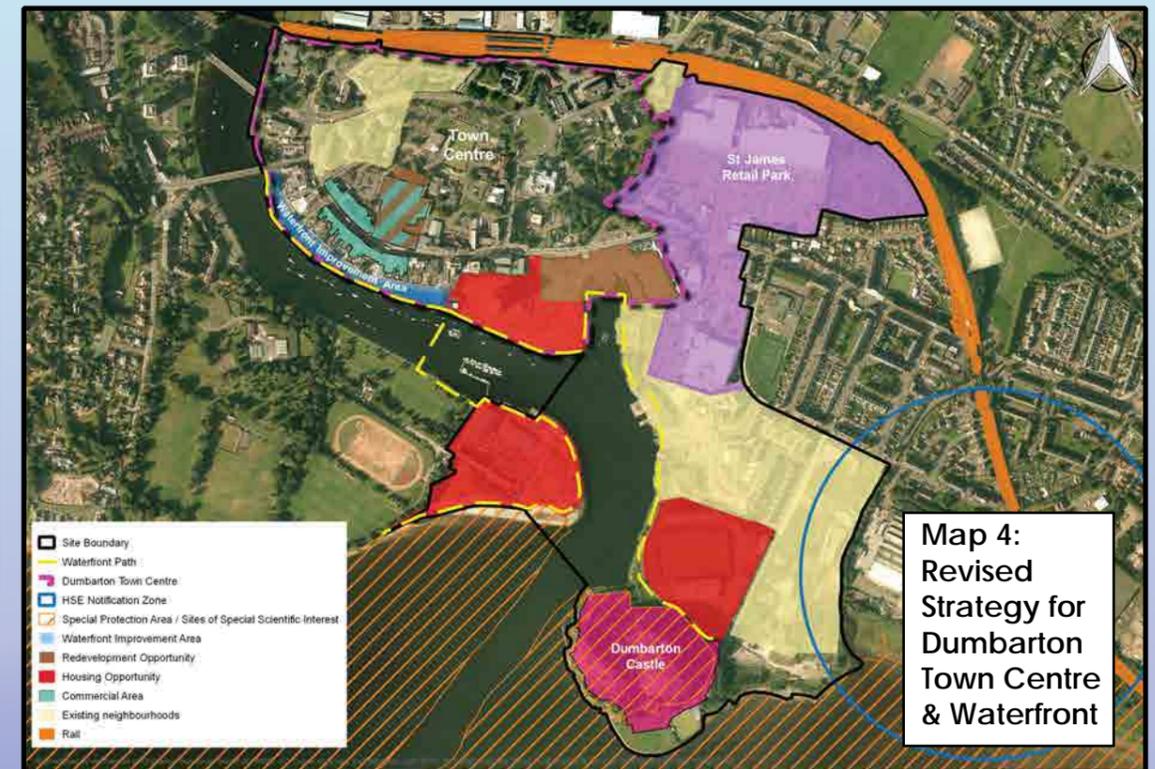
The new strategy should take account of the developments which are now underway as discussed on page 12. Further to this, the proposals for Dumbarton Waterfront Path have been progressing and changes to the path should be reflected within the strategy. The strategy should also reflect the precise boundary for the housing site south of Castle Street. The previously identified Core Retail Area is now proposed to be a Commercial Area as detailed in Main Issue 16, which is in Chapter 3 of this Main Issues Report.

The revised strategy would be as follows:

- A town centre with a mix of retail and other non-retail uses, including residential, to increase the town centre population;
- A refurbished Artizan Centre or development opportunity;
- Improvements to the river frontage along Riverside Lane, including flood management measures;
- Investigate the potential to have uses within the Town Centre overlooking the river and improving the area for night time uses, such as restaurants, cafes etc;
- A new footbridge across the River Leven from the town centre;
- Mixed use development to the south of Castle Street including residential and retail/commercial;
- Improved linkages between the town centre and the St James Retail Park/Morrisons Commercial Centre;
- Residential development opportunity on Dumbarton Football Club site;
- Protection of Dumbarton Castle and its setting and support for access improvements and facilities that would improve the Castle as a visitor attraction;
- Residential development on the Sandpoint Marina site;
- Improved pedestrian and vehicular access to the town centre; and
- Provision of a continual waterfront path and improvement of harbour walls in all waterfront development sites, ensuring that there are no significant adverse impacts on the adjoining Special Protection Area/Site of Special Scientific Interest and making appropriate river edge enhancements where necessary and in conjunction with SNH.

## What is the Main Issue?

The Main Issue considers whether the existing strategy for Dumbarton Town Centre requires to be revised as a result of the progress that has been made and new proposals which have come forward since the Proposed Plan (2016).



**Map 4:  
Revised  
Strategy for  
Dumbarton  
Town Centre  
& Waterfront**

## Preferred Option

The Council's preferred option is to update the Strategy to reflect the progress that has been made and to improve the existing strategy by revising the existing proposals and including new proposals as detailed in "Does the strategy for Dumbarton Town Centre and Waterfront need to be revised?" It is proposed that the footbridge from the town centre to Levensgrove Park is also retained within the strategy even though the aspiration for the footbridge is a long term ambition of the Council. The preferred Strategy is outlined on Map 4 above.

## Alternative Option

To include within the revised strategy, support for a retail development opportunity to the east of St James Retail Park and for the revision of existing floorspace, including the introduction of smaller scale retail development, within the retail park.

This is not the preferred option as the current strategy for the Network of Centres Retail Strategy restricts small-scale retail development at out-of-town-centre locations in the interest of protecting the vitality and viability of the town centre as required by Scottish Planning Policy, in particular, the Town Centre First Principle. Further to this, it is not considered necessary to identify a commercial centre development in Local Development Plan 2 where the retail related policies will allow for consideration of any new proposals that come forward.

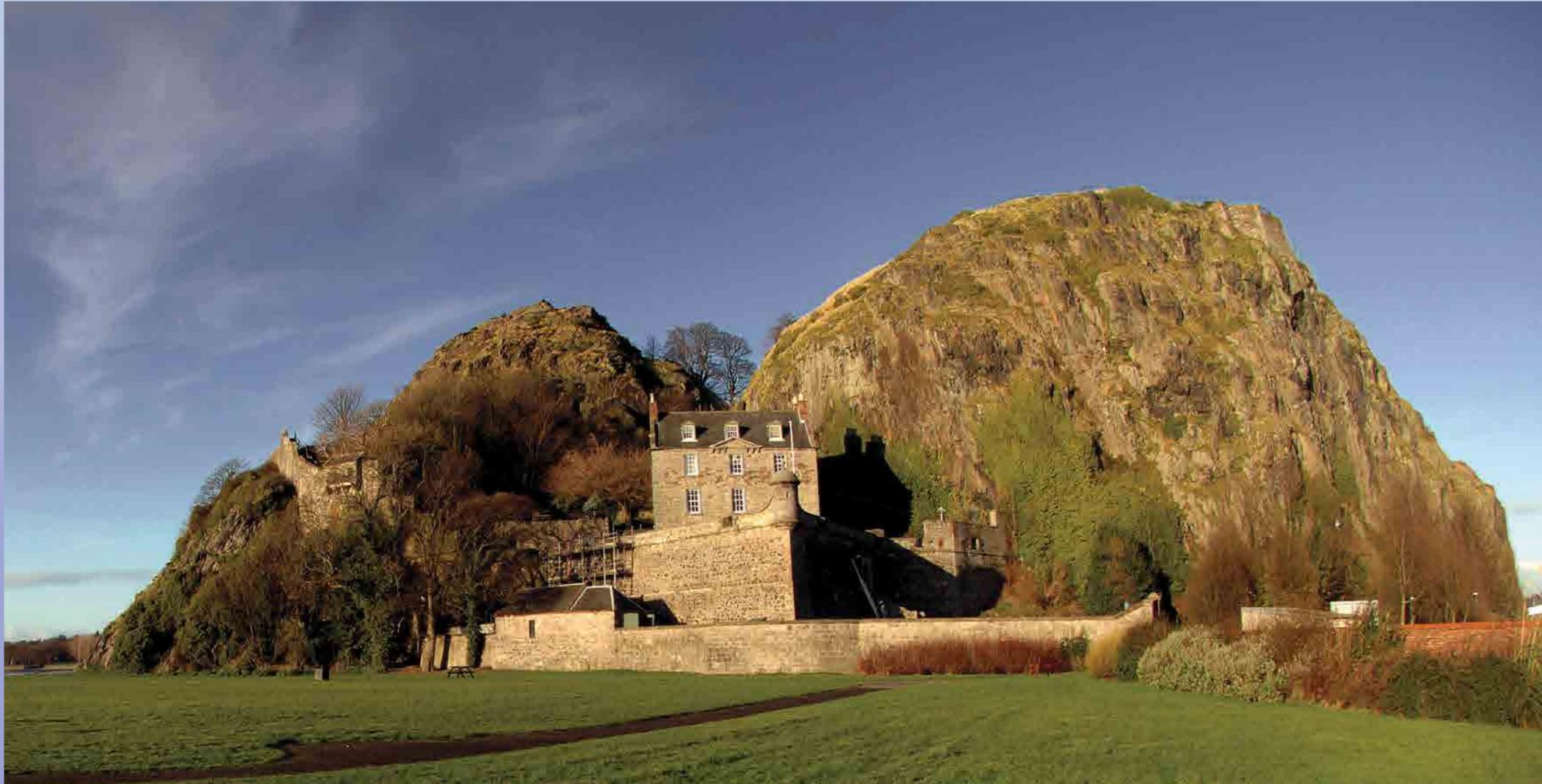
The alternative option also removes the aspiration of the footbridge over the River Leven due to it being a long term goal.



## Question 2:

**Do you agree that the strategy for Dumbarton Town Centre and Waterfront should be amended as detailed within the preferred option or would you prefer the alternative option to be taken forward?**

**If you do not agree with either option, are there are other suggestions that you would wish the Council to consider?**



### Why is a strategy required for the Esso Site and Scott's Yard?

The Esso Bowling site is located between the main Glasgow to Dumbarton railway line and the River Clyde, west of the village of Bowling. The 33 hectare site has lain vacant since the former fuel distribution terminal was decommissioned and the site cleared in 2001. Due to the former use, most of the land is potentially contaminated. Remediation works have been carried out in the Eastfield section of the site and the landowner is currently discussing with the Council remediation proposals for the Centrefield section of the site.

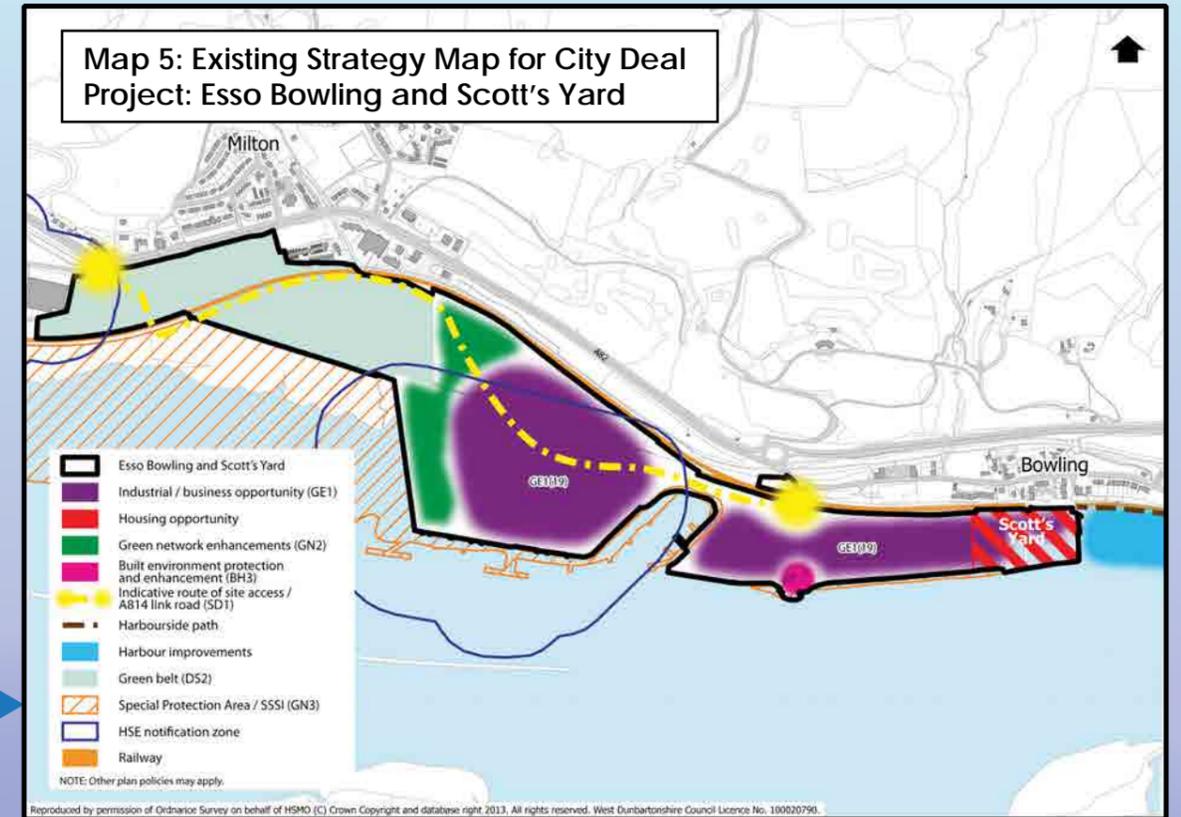
The Proposed Plan (2016) recognised that the Esso Bowling site offered an opportunity to provide a scale of development which could significantly increase investment and employment in West Dunbartonshire. A strategy was therefore put in place to realise the Council's vision for the site and to guide redevelopment and regeneration of the area.

### What is the current strategy for the Esso Site?

The strategy below requires a masterplan to be agreed to guide the comprehensive development of these sites:

- to support the redevelopment of the Esso Bowling site primarily to increase the business and industry opportunities;
- to use the development of the site to enhance the Green Network; and
- the provision of an A814 link road which offers access to the development.

The existing strategy map as contained within the Proposed Plan (2016) is illustrated in Map 5.



### What will be delivered as a result of the Esso Bowling City Deal

The £27.897 million city deal project involves the delivery of development platforms, the construction of a new access road and significant green network enhancements. It is anticipated that when development of the site is completed, it will provide 44,200 m<sup>2</sup> of occupied industrial and commercial floorspace and 689 full time jobs.



### What progress has been made on delivering the Strategy for the Esso Site?

A draft Masterplan has been prepared and submitted alongside a Proposal of Application Notice. The draft Masterplan will be consulted upon in May 2017 and an application for Planning Permission in Principle will be submitted later in the year seeking planning permission for the majority of the development detailed in the Masterplan.

The Outline Business case for the Esso Bowling site was approved by the City Deal Cabinet in April 2017. Thereafter, discussions with other affected land owners will begin. Detailed negotiations with Esso are still required over the transfer of ownership of the site to the Council, which requires to happen before the Final Business Case is progressed. The Final Business Case is due to be submitted to the City Deal Cabinet in December 2019. At this stage, it is anticipated that infrastructure work would begin on the site in early 2021 and be completed in 2024.

The main change between the Proposed Plan (2016) and the draft Masterplan is the alignment of the road. A number of options for access have been tested and evaluated with the preferred option being included in the draft Masterplan which is illustrated in Map 6.

### Are there any development constraints on the site that require to be addressed?

The line of the road is adjacent to the Inner Clyde Site of Specific Scientific Interest and Special Protection Area. It should not have an adverse effect on redshank, the qualifying interest of the Special Protection Area, in terms of disturbance or pollution. Proposals for development here and along the seawall must be accompanied by an expert appraisal to inform a project level Habitats Regulations Appraisal.

The Masterplan indicates large areas both north and south of the new road layout as floodplain and nature reserve and it will have to be established how these areas can operate as a floodplain with the road as a physical barrier. The road will also act as a barrier across an area which has the potential to provide coastal realignment, mitigating the impact of climate change and allowing the migration of Inner Clyde habitats in response to sea level rise.

To address the risk of flooding, the level of the site will require to be raised and the Masterplan indicates that the flood risk and drainage of the site will be addressed with a series of relief culverts, Sustainable Urban Drainage ponds and pumping stations. Flood defences are proposed to protect the development areas.



### Question 3:

Do you agree with the proposed route of the realigned road?

If not, can you explain your reasons why and if there are any other options you wish the Council to consider in relation to this Main Issue?

Do you also agree that the existing strategy for Scott's Yard should be retained?

### What is the existing strategy for Scott's Yard and what progress has been made on its Delivery?

In addition to business, industry, storage and distribution, leisure and tourism uses, Scott's Yard has potential for residential development. This is subject to a suitable access being provided and any contamination on the site being remediated to an acceptable level. The existing strategy also required clearance of the part of Bowling Harbour associated with the site; restoration of the associated harbour walls and provision of a path link along the harbour towards Bowling Basin as part of any development of the site.

To date, there has been very little progress made on delivering the existing strategy for Scott's Yard.

### What is the Main Issue?

The Main Issue for this site is the proposed line of the road which has been realigned from what was shown in the Proposed Plan (2016) and if the strategy for Scott's Yard should be retained.

### Preferred Option

The preferred option is for Local Development Plan 2 to reflect the route of the realigned road, as detailed in map 6, to accord with City Deal proposals and the draft Masterplan. It is considered that the realigned road can be accommodated without having an adverse impact on natural heritage and flood risk, although this still requires to be demonstrated.

It is proposed to retain the existing strategy for Scott's Yard.

### Alternative Option

The alternative option is to retain the existing strategy with no change to the road alignment. This does not reflect the technical work undertaken for the City Deal project and the preferred route within the draft Masterplan, which is subject to consultation and planning permission being granted. For these reasons, this is not the preferred option.

### What is Lomondgate and how has it developed?

Lomondgate is a major residential and business development site covering over 40 hectares. It is located on both sides of the A82, between Dumbarton and the Vale of Leven, and is partially developed.

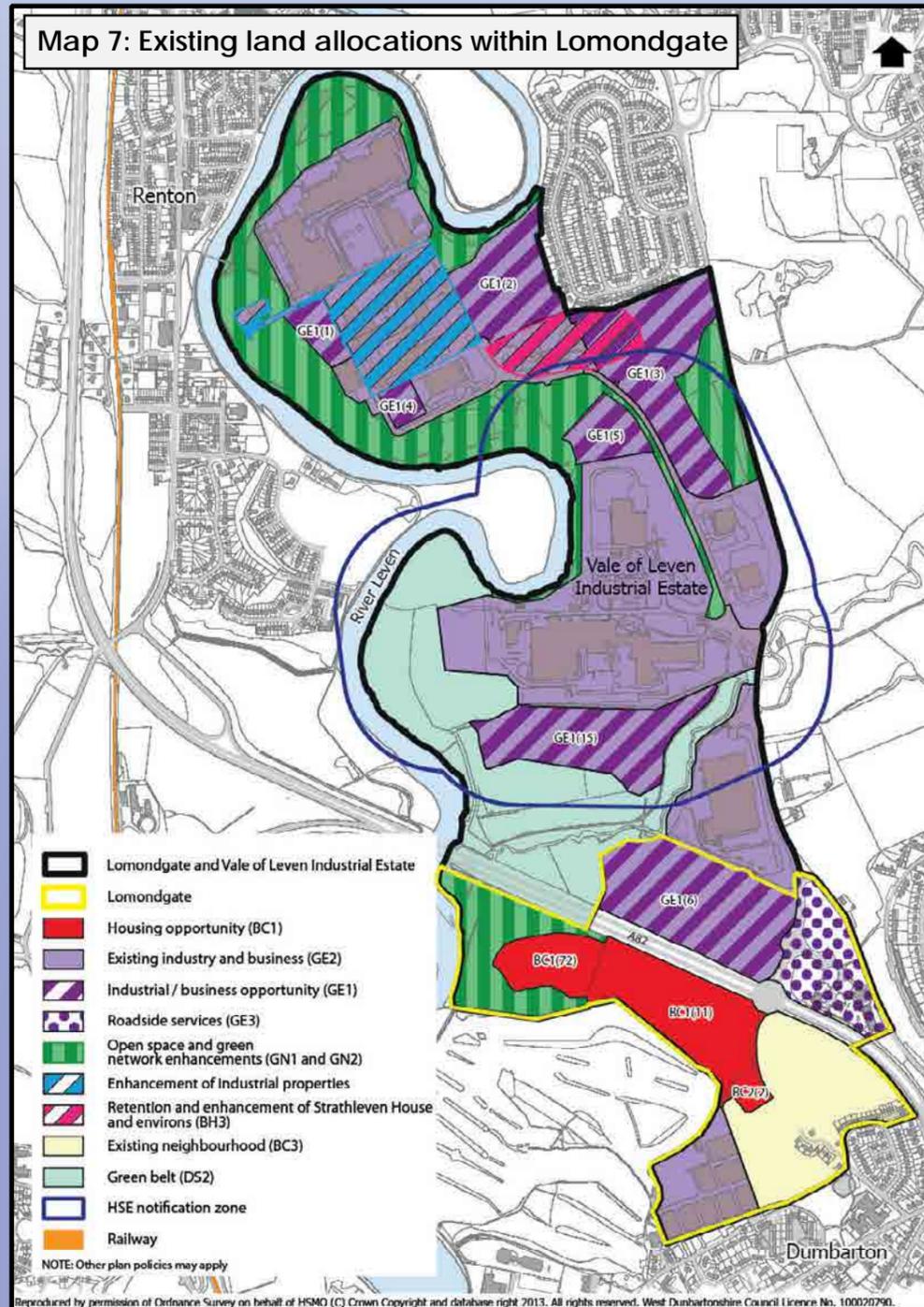
Within Clydeplan, Lomondgate is identified as a Strategic Economic Investment Location and the key sectors identified are: Business and Financial Services, Creative and Digital Industries, and Tourism. Map 7 below shows the extent and uses within Lomondgate. It also includes the Vale of Leven Industrial Estate - which is discussed in Main Issue 5.

### What progress has been made on delivering Lomondgate?

Lomondgate continues to be one of West Dunbartonshire's major development opportunities extending over 40 hectares on the north-western edge of Dumbarton. The residential development, on the south of the A82, has been particularly successful with over 340 units built so far and consent for a further 58 houses granted on the final phase of the development known as Area 5.

The only part of the Lomondgate development that has not progressed to date is the 8.7 ha business park. This part of the site is identified as an industrial/business opportunity suitable for classes 4 and 5 in terms of the Use Classes (Scotland) Order 1997 in the Proposed Plan (2016). It was originally envisaged as an office-based business park supported by a mixed-use area, which would provide ancillary retail, service and leisure uses for the business park.

However, despite marketing of the business park over a number of years, it has failed to attract investment. Whilst the downturn in the economy has played a part in this, the residential and roadside service elements have still managed to progress on other areas within Lomondgate during that time and this would indicate that a new strategy may be required for the business park.



### Does the strategy need to be revised to deliver development on Lomondgate Business Park?

In response to the 'Call for Sites' exercise, Strathleven Regeneration C.I.C. and Walker Group who form the development partnership have submitted a proposal for a new strategy to develop the site. They proposed that the Lomondgate Business Park area should become a mixed use site to increase market interest in the business park and to enable business and industrial development to be delivered on the site. The suggested enabling uses are associated with indoor leisure, visitor services, a second hotel, tourism retail and a garden centre.

Part of the area designated for Roadside Services also remains to be developed and the development partnership has also requested that Lomondgate services be reallocated as a destination commercial centre within the Network of Centres Retail Strategy. The suggested uses would be associated with tourism retail, food and leisure.

## What is the Main Issue?

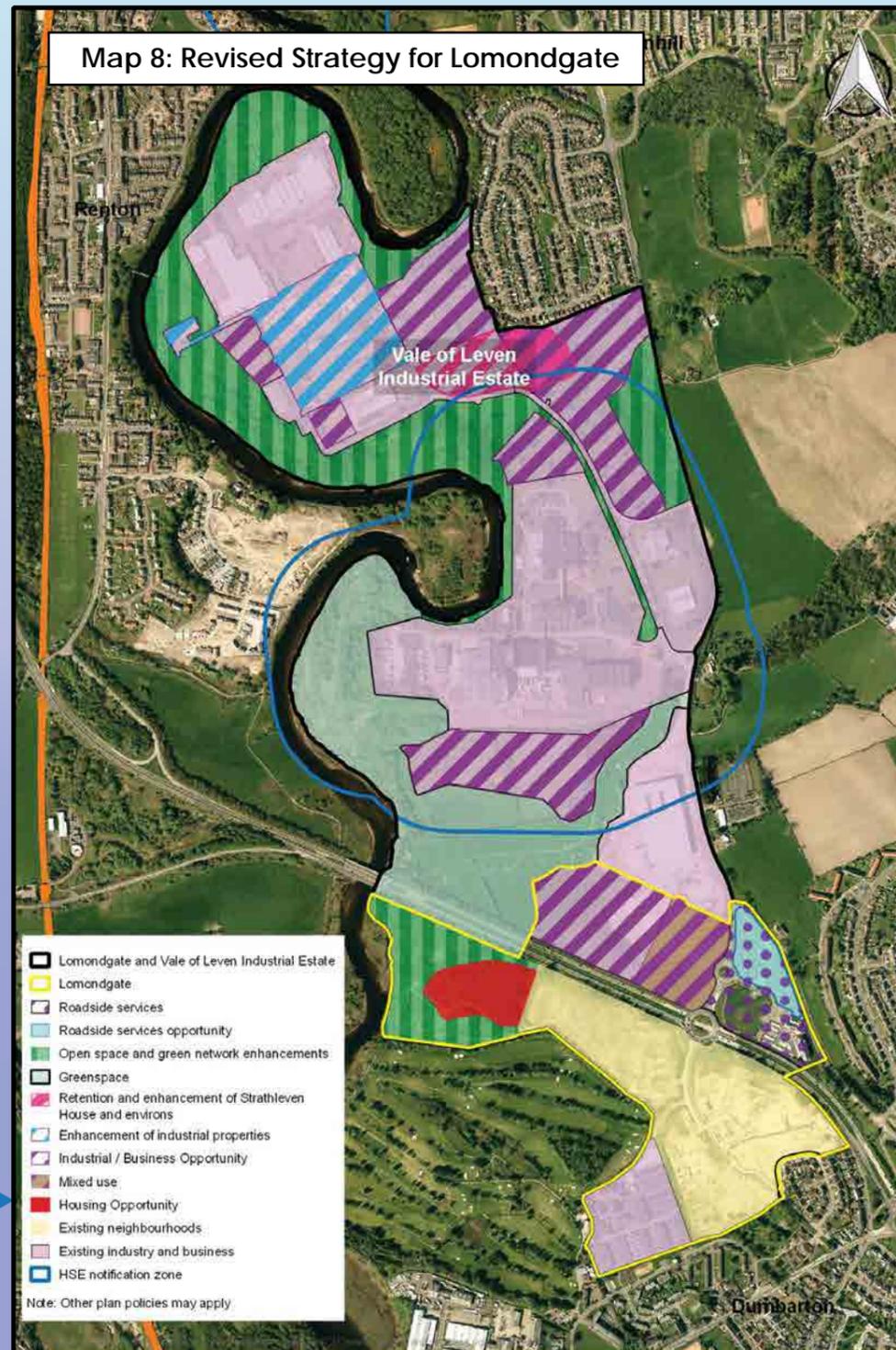
The Main Issue explores whether Lomondgate Business Park should be reallocated for alternative uses.



## Preferred Option

The Council's preferred option is to adopt a more flexible approach when considering potential uses for the proposed business park area. The majority of the site would still be reserved for Business and Industrial uses, but the Council will allocate a portion of the site for alternative uses, such as commercial leisure and tourism uses associated with a garden centre, hotel, gym etc. These types of uses will only be considered acceptable where they are complimentary to the development and where there would not be a detrimental impact on the vitality and viability of Dumbarton town centre. This approach would provide greater flexibility and allow the marketing of the business park to a wider market. The revised strategy is illustrated on Map 8.

It is not considered appropriate or necessary to designate the Roadside services site as a commercial centre. The site is still being developed and it is considered that provision of services, such as tourist retail and class 3 uses currently occupying the area, lend themselves better towards a Roadside Service designation where they provide convenient facilities for people visiting and passing through the area. As the Roadside Services site has been successful in attracting operators, the current approach within the Proposed Plan (2016) for this site and the uses within it should be continued.



## Alternative Option

The Council will continue to safeguard the business park as an industrial/business opportunity reserved for use classes 4 and 5 as is the current situation within the Proposed Plan (2016) and any proposals for alternative uses will be considered against the appropriate policies within Local Development Plan 2. The Council will also continue to identify the Roadside Services site for the same types of uses which are currently on the site but only where they do not significantly impact on trade within town centres, which is the existing approach within the Proposed Plan (2016).

This strict approach towards the business park has failed to attract investors so far and it is unlikely that this will change. The business park is therefore likely to remain undeveloped and development will not be delivered in a comprehensive manner which was envisaged when the overall Lomondgate development was first proposed. For these reasons this approach is not preferred.



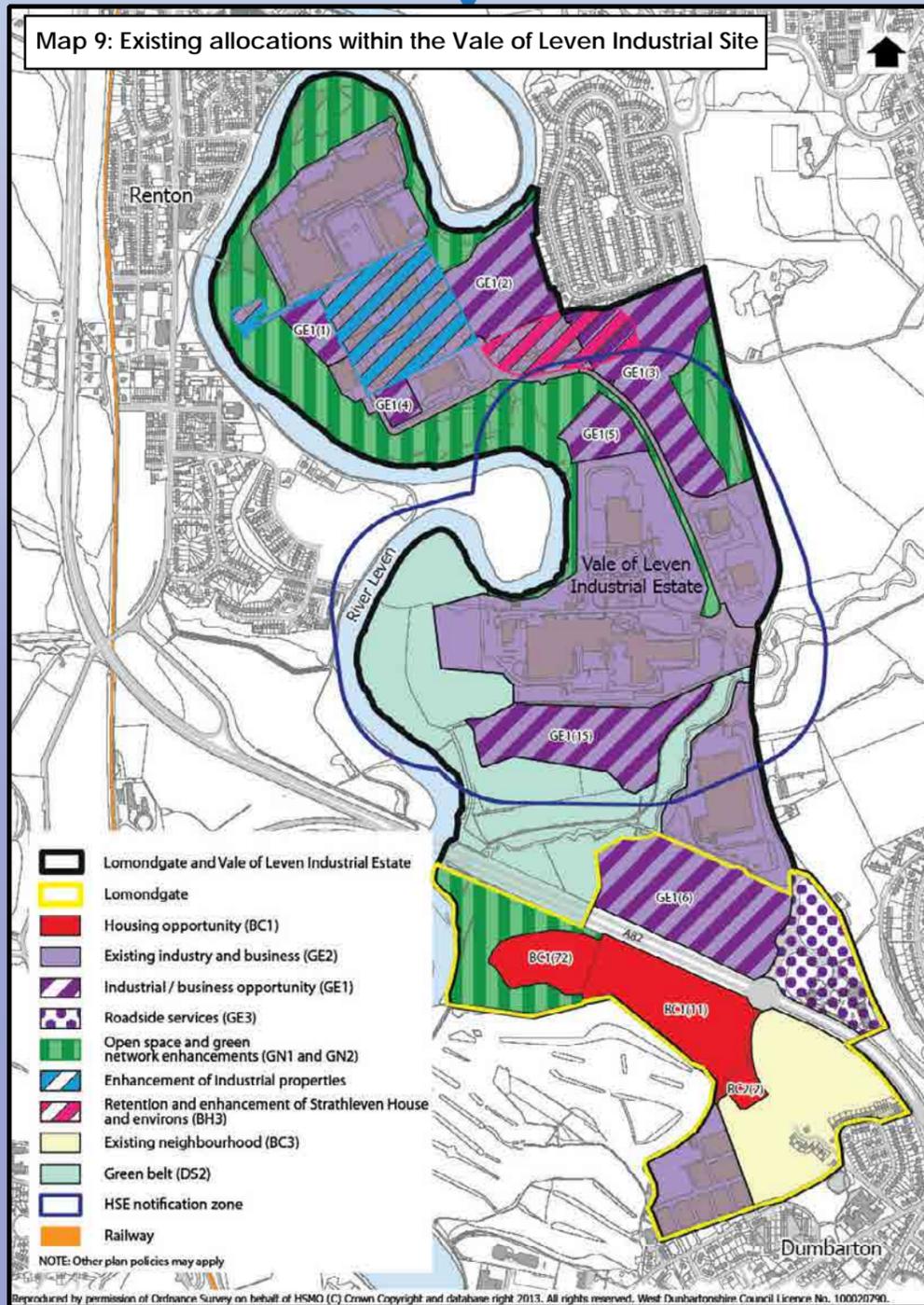
### Question 4:

Should the Council consider allocating Lomondgate Business Park as a mixed-use site?

If you do not agree with either of the options set out above, do you have other alternative suggestions?

**What are the issues affecting the Vale of Leven Industrial Estate?**

To the north of Lomondgate lies the Vale of Leven Industrial Estate, which is also within the Lomondgate Strategic Economic Investment Area as identified within Clydeplan. Map 9 below illustrates the extent of the Vale of Leven Industrial Estate and the current allocations within the site.



**What progress has been made on delivering the Vale of Leven Industrial Estate?**

The industrial estate offers a mix of industrial/business units and sits within an attractive parkland setting adjacent to the River Leven. The woodland and open space located between the river and the industrial estate is protected as Greenbelt. It is also a Local Nature Conservation Site, which protects habitats and provides leisure and recreation activities such as walking routes. The industrial estate also includes Strathleven House, a Category A listed building, which is of national importance and requires to be protected.

The Vale of Leven Industrial Estate contains a number of significant employers within the local area including Diamond Power and Chivas, although Polaroid, who were a major employer in the area, has recently closed. The industrial estate also contains what is termed "bad neighbour" uses such as a bus depot and road haulage uses which it would be difficult to accommodate in other industrial estates or adjacent to residential areas. The industrial estate has been a Business Improvement District for several years but this is coming to an end and new investment has taken place with the Council constructing workshops for rent. Despite this, there are still a number of vacant and poorly maintained buildings, especially within the central area of the industrial estate, that affect its amenity and its competitiveness in attracting investment.

Recently Chivas Brothers, one of the largest employers within West Dunbartonshire, announced that it would be closing its facility at Paisley and relocating staff and production to the Kilmalid site. This will involve a new bottling hall and a new office development all developed within land under the ownership of Chivas.

In addition, MacPhersons, a large haulage firm who have a UK-wide contract with Chivas were recently granted planning permission to consolidate their transportation and haulage business into a single operating centre on a site within the industrial estate.

Both development proposals impact to a small degree on the Greenbelt and woodland setting of the Vale of Leven Industrial Estate, which form part of the River Leven Local Nature Conservation Site. The Chivas proposal involves a relatively small area of scrub land which will not result in significant losses to the areas of woodland and the Greenbelt itself. Any development within the Local Nature Conservation Site will require a Phase 1 Habitat Study to be undertaken and approved by Scottish Natural Heritage.

The recently granted permission for Macphersons haulage involves 2 hectares of existing open space comprising rough grassland and some trees, which forms part of a much larger area of open space wrapping around the industrial estate along the east bank of the River Leven. This area of open space will be lost. A broad strip of similar (but slightly more wooded) open space would remain along the riverside and this maintains both the landscape setting of the estate and the wildlife corridor along the river. There are no footpaths affected by the consented development. This loss of open space will be offset by improvements to open space to the south and east of the site.

The Greenbelt and Local Nature Conservation Site protection enhances the setting of the industrial estate and any further loss of open space and habitats within these areas should be avoided.

## What is the Main Issue?

The Main Issue explores how the Greenbelt and River Leven Local Nature Conservation Site can be further protected to safeguard the open space and habitats which are important to the setting of the Vale of Leven Industrial Estate and the existing leisure and recreational uses.



## Preferred Option

The Council will review the Greenbelt and Local Nature Conservation Site designations in light of the consent granted for Macphersons to ensure that the boundaries of these areas are current. It will not reflect the proposals from Chivas at this point as this may prejudice the consideration of the forthcoming planning application, but the future Proposed Plan will revisit the boundary should the planning permission for Chivas be granted.

The Council will also ensure that significant protection is given for the remaining areas of open space and habitats, the woodland setting of the Vale of Leven Industrial Estate and its current recreational use. Further protection through planning policy will ensure that there is no significant and adverse loss of leisure and recreational resources as a result of development with the Vale of Leven Industrial Estate. This will also ensure that there is no significant and adverse loss of open space and habitats within the Greenbelt and River Leven Local Nature Conservation Site.

## Alternative Option

There is not considered to be an alternative option for this issue.



### Question 5:

Do you agree that the setting of the Vale of Leven Industrial Estate, the Greenbelt and Local Nature Conservation Site needs to be given significant protection to ensure that the existing habitats, leisure and recreational uses can be safeguarded?

If not, do you have further suggestions which you wish the Council to consider in relation to this issue?

**Why does Dumbarton Football Club consider it necessary to relocate to Young's Farm?**

Dumbarton Football Club is one of the oldest football clubs in Scotland. They have indicated that in order to realise their vision of being successful at the highest level where they can be financially viable and sustainable, they require to relocate to a new site due to the restrictions on stadium capacity at their current site at the foot of Dumbarton Rock and Castle. At the same time, they would like to play a wider role in the community particularly contributing to health and social wellbeing.

**What is the existing approach to development at Young's Farm?**

The Proposed Plan (2016) was supportive of Dumbarton Football Club investigating the technical issues relating to the relocation of their stadium, together with appropriate enabling development, on the site. As Young's Farm remains in the Greenbelt, the only development supported by the Proposed Plan (2016) is that associated with the new stadium such as a hotel and events/conference facilities and sports related uses.

**Has there been any progress on Dumbarton Football Club relocating to Young's Farm?**

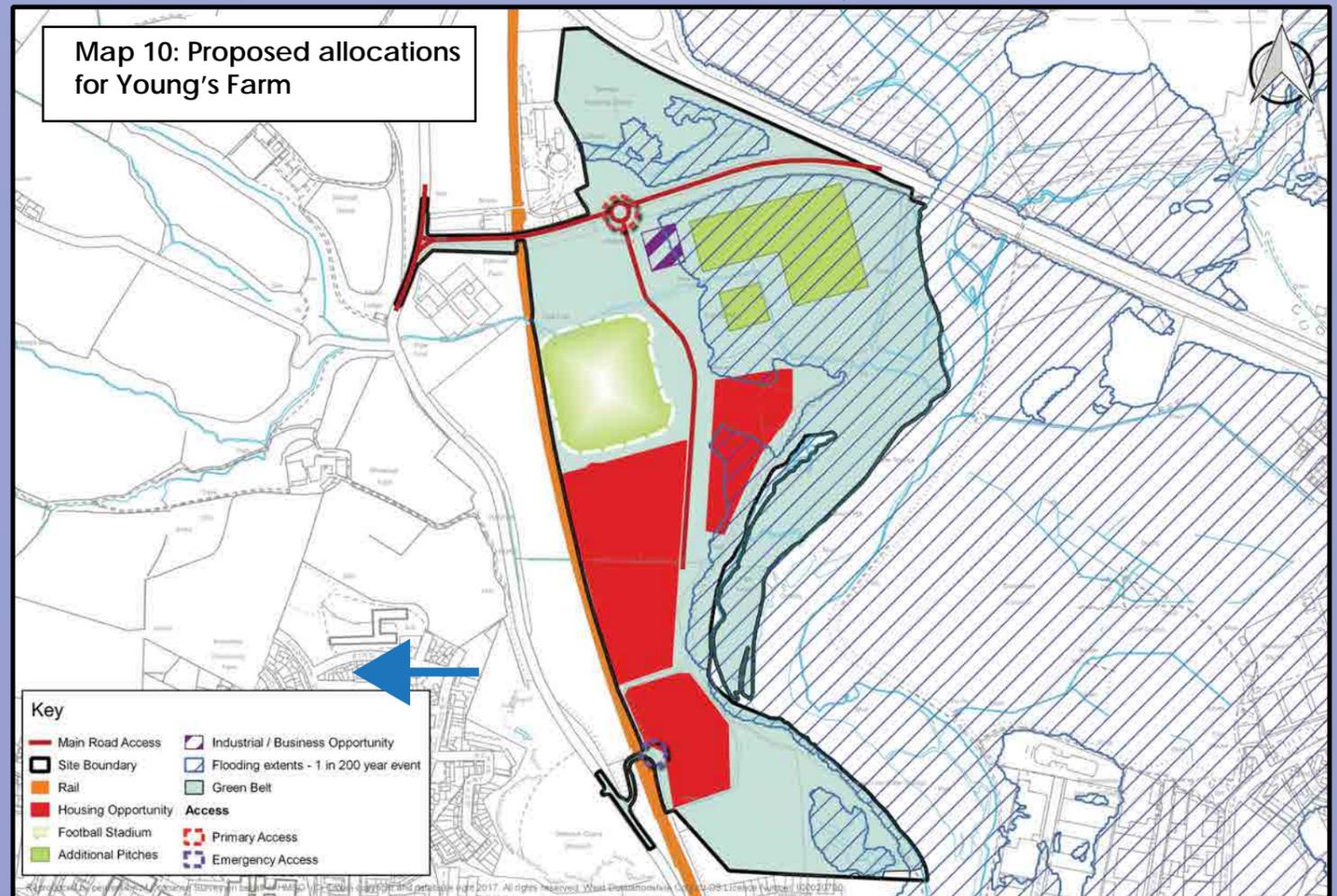
No development has taken place as yet; however a Proposal of Application Notice was submitted in October 2016 for a larger area than was shown in the Proposed Plan (2016). The larger area extends up to the A82 in the north and eastwards closer to the river. The Proposal of Application Notice proposes a mixed use development, comprising a football stadium and associated uses, including restaurant, hospitality and function suites, floodlit sports pitches, access, parking and landscaping in detail and residential, commercial and tourism uses.

The proposal includes 10 hectares of land, on the southern half of Young's Farm, which could provide between 250 and 300 houses. A Masterplan has been prepared for the expanded site boundary, including proposed primary and secondary access points. The Masterplan also indicates that the Football Club does not envisage any issues with the existing floodplain and that any landscape and visual impacts associated with this prominent site can be minimised through screening and sensitive landscaping.

**Why is residential development being proposed and is additional residential development required within West Dunbartonshire?**

Dumbarton Football Club have indicated that the value of their existing site for residential use is significantly below that needed to build the new stadium in its entirety and that there was no demand for the proposed commercial uses at Young's Farm. They have therefore concluded that the only viable alternative to fund the relocation of the football club is to include enabling residential development. However, the appropriateness of housing of this scale and at this location requires to be considered.

Clydeplan indicates that there is no requirement for additional land release for private housing in West Dunbartonshire. The proposed enabling housing is considered to be of a strategic scale and is likely to conflict with the policies of Clydeplan. In terms of creating a successful place, the proposed development would not be resource efficient, as it does not use previously developed land; it would not be distinctive in reflecting local urban form or fitting within the landscape; it would not be easy to access; and there is a lack of inter-connectivity with the rest of the town. As a result, there would be no cohesion or integration with the existing community and residential areas of Dumbarton.



### What is the Main Issue?

The Main Issue is whether or not a major residential development should be allowed to be developed within the Greenbelt to enable the relocation of Dumbarton Football Club to the Young's Farm site.



### Preferred Option

The preferred option is not to allow residential development to enable the relocation of Dumbarton Football Club. There is currently no requirement for significant additional housing land and it would be difficult to provide a satisfactory residential environment and a successful place connected to the existing built form. Young's Farm will remain within the Greenbelt and the relocation of the stadium will continue to be supported in line with the provisions established in the Proposed Plan (2016).

### Alternative Option

The alternative option, which is not preferred, is to allow housing on the site as enabling development, limited to the minimum amount of housing required to enable the stadium to be built, which has not been justified at this stage.



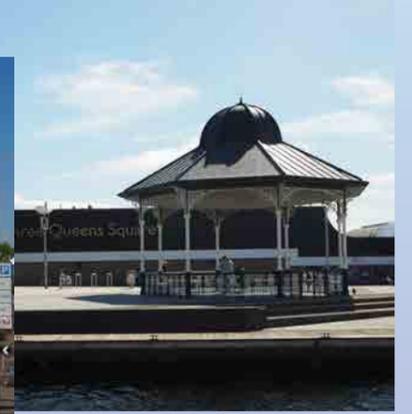
### Question 6:

Do you agree with the preferred option that a major residential development should not be allowed in the Greenbelt to facilitate the relocation of the football stadium?

If you do not agree, do you prefer the alternative option or are there other alternatives that you think the Council should investigate?

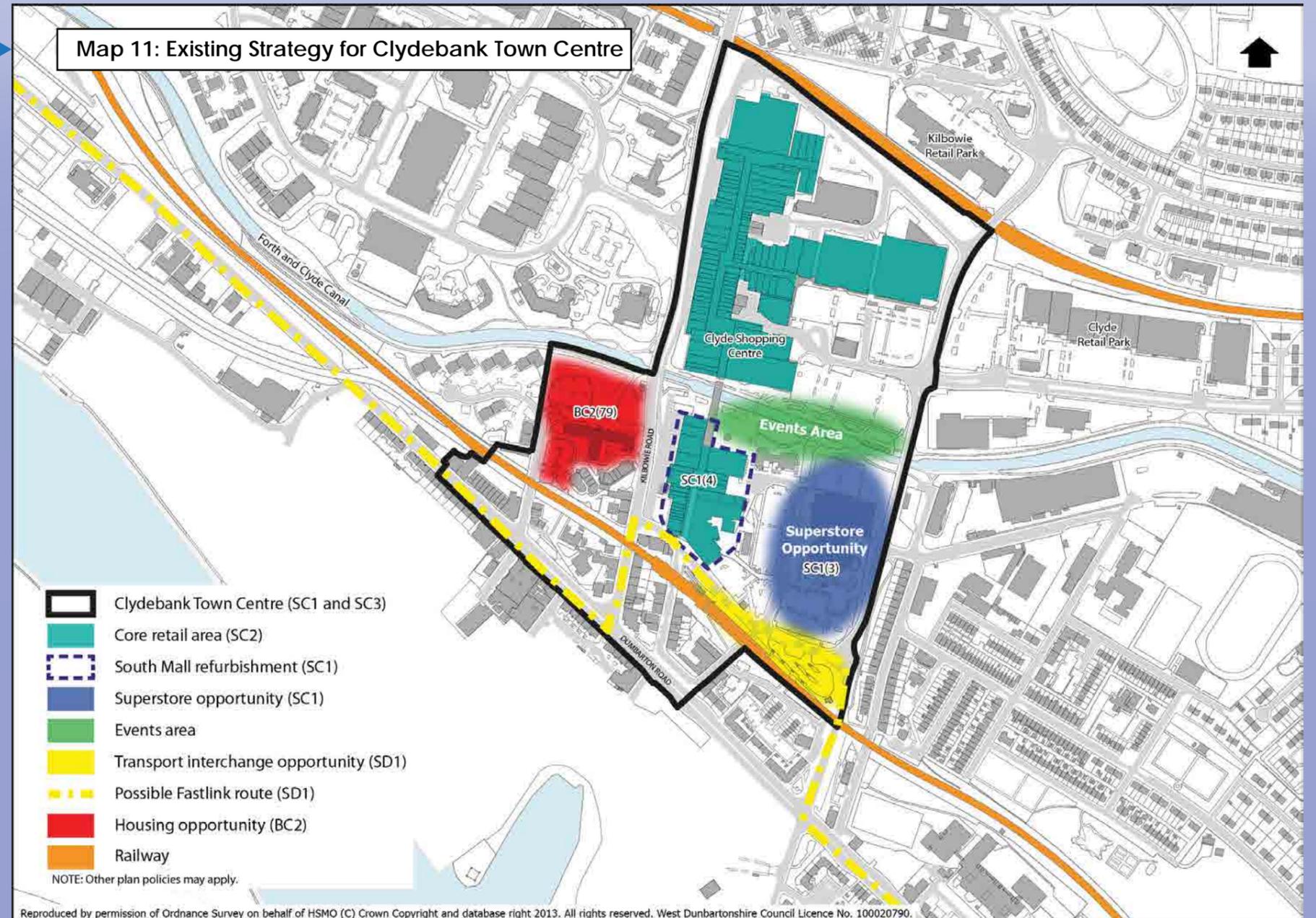
**Why is there a strategy for the Town Centre?**

Clydebank is the largest of the three town centres in West Dunbartonshire. The central focus of the town centre is the Clydebank Shopping Centre, which is split into two areas by the Forth and Clyde Canal. The northern part is a covered mall offering a modern retail environment with the southern end of the shopping centre needing updated and modernised. Adjacent to the town centre are two retail parks – Kilbowie Retail Park and Clyde Retail Park. These areas are currently identified as edge of centre commercial centres in the Proposed Plan (2016). The Proposed Plan (2016) also outlines a strategy for Clydebank town centre where it is identified as a key town centre within the wider network of West Dunbartonshire’s centres and is a Strategic Centre within Clydeplan.



**What is the current strategy?**

The current strategy identified for Clydebank town centre is outlined on Map 11:

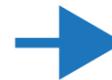
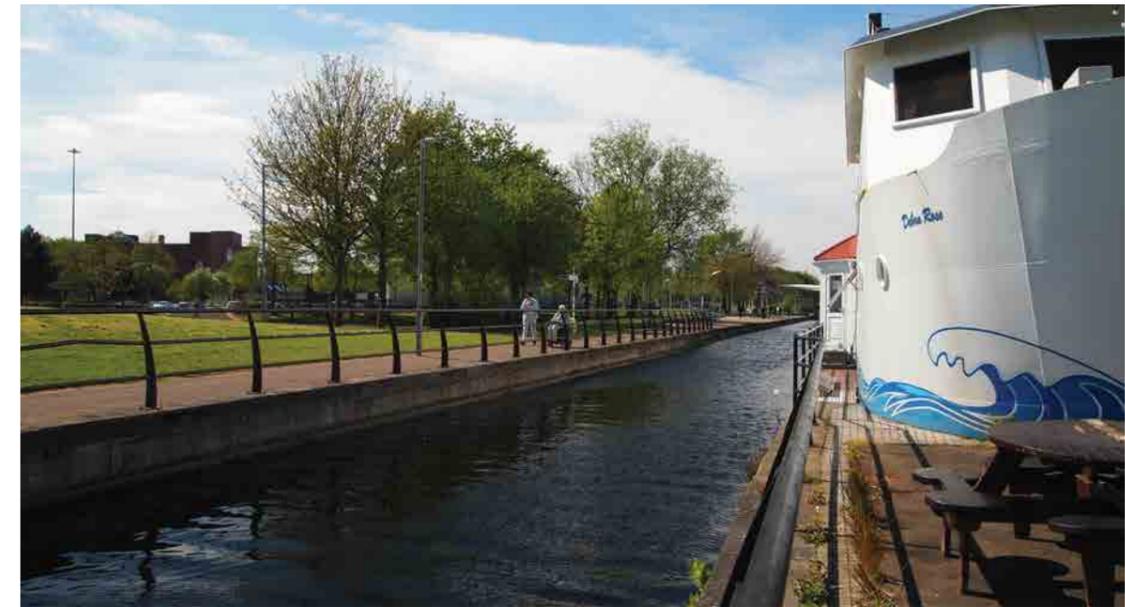


## What progress has been made on delivering the strategy?

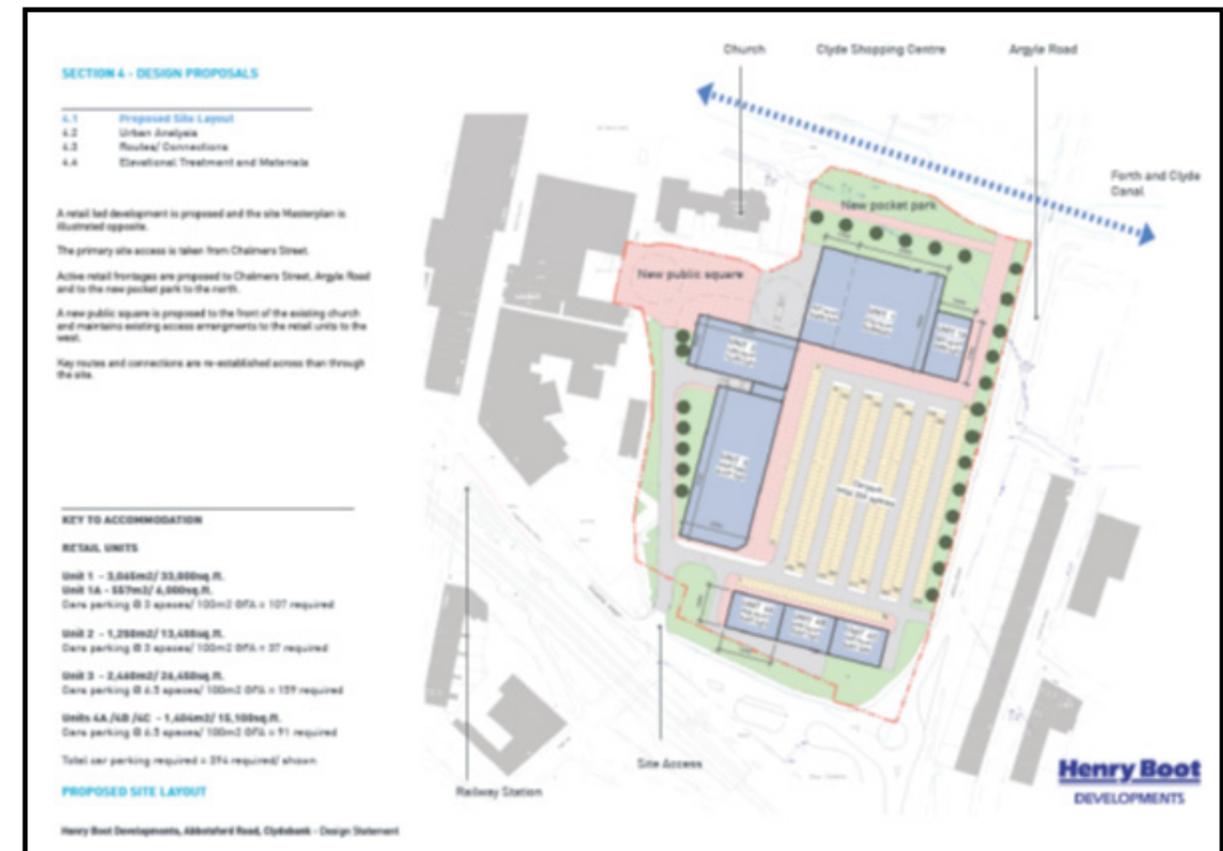
In 2015 the Clydebank Town Centre Charrette was undertaken, with the purpose being to develop a new community-inspired vision for Clydebank town centre. The outcome was a vision for the town centre with a series of actions to achieve the vision by 2025.

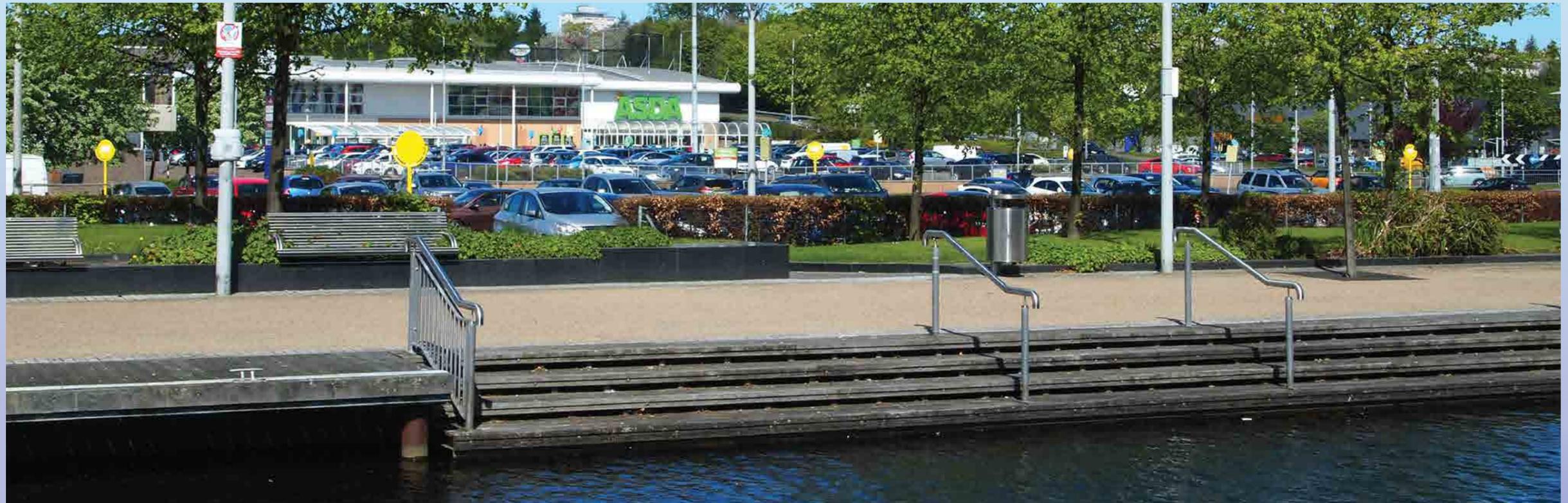
Some of the key Clydebank Charrette proposals are outlined below –

Site	Proposals
Playdrome	Opportunity for food and leisure or residential development providing active frontage onto all surrounding streets and the canal, including a pocket park at canalside
Rosebery Place	Opportunity for residential development
Chalmers Street	Accessible transport interchange linking bus and train facilities, creating a positive gateway for the town centre
Co-operative building	Bringing upper floors back into use
A814 public realm	Creating better links across the A814 to improve connectivity between the town centre and Queens Quay
North canalside	Introducing pavilions to enliven the canalside
Queens Square	Introduce a food/drink unit to front onto the square, breaking up dead frontage and bringing activity
Kilbowie Road enhancements	Examine the opportunity of retail/ commercial units fronting onto Kilbowie Road
South Sylvania Way	Refresh the public realm
Abbotsford Road	Potential creation of a tenemental block along Abbotsford Road (on opposite side from Playdrome) with residential above ground floor uses.
Chalmers Street	Development on the Co-op car park to front onto Chalmers Street and help repair urban form



Current market conditions no longer reflect demand for a superstore on the former **Playdrome site**. The site now presents an opportunity for a high quality mixed use development at a key location in the town centre, one with an active frontage which will encompass its surroundings including the Canal. The Council agreed the disposal of the site in December 2016 and redevelopment of the site will be subject to further planning permissions. The proposals for the former Playdrome site from the chosen bidder are detailed in the layout plan below.





The Charrette promotes residential development. It is important that the existing road access within the site is maintained and should be safeguarded within Local Development Plan 2, due to the need to maintain emergency service access to the existing residential area on Miller Street.

The Charrette highlighted issues with regard to the number/clustering of payday loan and betting shops in Sylvania Way South. There is an opportunity to reconsider the restrictions of the Retail Core policy in line with recent planning guidance produced by the Council – ‘Pay Day Lending and Betting Shops’. This is discussed further in **Main Issue 16** in Chapter 3 of this Main Issues Report.



The **Co-operative department store** is a B-listed building located within the southern mall. Recently the Council's new Clydebank Town Centre Office opened within the ground floor of the building, but vacant floorspace still remains on the upper floors. The Council is working with the Co-operative to investigate alternative uses for the upper floors.

Clydebank town centre is limited in **evening economy and leisure uses**. The Forth & Clyde Canal is an important feature which runs through the middle of the town centre and one that could be utilised more. The improvement and introduction of further evening uses within the town centre is encouraged, as well as improving the relationship of the canal around the shopping centre area and adjacent sites. This is also discussed in **Main Issue 9: Stanford Street, Clydebank and Forth and Clyde Canal** in this chapter.



**Transport improvements** at Clydebank interchange are still a high priority for the town centre, to improve the link between train and bus services. The Charrette outlined that the bus and rail facilities fall short of current standards for high quality, barrier-free passenger interchange facilities. An improved interchange would make a significant impact and transform this key gateway into central Clydebank. The linking of the proposed transport interchange will be a key component for public transport access to Queens Quay and the town centre. Proposals for the A814 are being developed to improve connectivity to and within the town centre, with a focus on walking and cycling and on connections to the Queens Quay development. This project has been successful in securing £2m of funding from Sustrans and a notional sum of £2.3m has been set aside by the Council from the Regeneration Capital Fund to help deliver the project.



Renfrewshire Council has a City Deal project to develop a **River Clyde Crossing**. This will have implications for Clydebank in terms of traffic and the town centre. The issue is discussed further in **Main Issue 8: Clyde Crossing City Deal** within this chapter.

**Fastlink** is the infrastructure needed to support a high-quality, attractive and affordable bus route and the proposed route is shown on the existing ‘Changing Place’ map for the town centre (and also Queens Quay). Whilst this is still aspirational, there have been no firm commitments given or funding put in place for its delivery. Existing bus infrastructure/facilities are in place in the town centre and along the A814 and any future implementation of Fastlink could utilise existing infrastructure. It is proposed that the Fastlink route should be removed.

## Does the strategy for Clydebank Town Centre need to be revised?

The strategy for Clydebank town centre should be updated to reflect key proposals from the Charrette including:

- Mixed use development opportunity at the former Playdrome site;
- Other opportunities including on Chalmers Street and Kilbowie Road;
- Improvements to and connections between the town centre and Queens Quay across the A814; and
- Support for further activity/connections with the Canal.

The previously identified Core Retail Area is now proposed to be a Commercial Area in line with **Main Issue 16** which is in Chapter 3 of this Main Issues Report.

## What is the Main Issue?

The Main Issue considers whether the existing strategy for Clydebank Town Centre requires to be updated to reflect current progress, as well as, new proposals and aspirations.

## Preferred Option

The Council's preferred option is to update the Strategy and to include new proposals aimed at improving Clydebank town centre as detailed in the bullet points. The preferred Strategy is outlined in Map 12.



## Alternative Option

The alternative option is to retain the existing strategy as outlined in the Proposed Plan (2016). This option is not preferred as parts of the strategy would be out of date and, as a result, would not reflect the current aspirations of the Council, existing and future development proposals or the Clydebank Charrette proposals.



### Question 7:

Do you agree that the strategy for Clydebank Town Centre should be revised as proposed or do you think that the existing strategy is still fit for purpose?

If you do not agree with either option, what would be your preferred option for Clydebank Town Centre?



**What is the Clyde Crossing and where is the proposed location of the new bridge?**

Renfrewshire Council's city deal project: the Clyde Waterfront and Renfrew Riverside involves a new bridge being constructed between Renfrew and West Dunbartonshire/Glasgow. The preferred option, at this time, is for the bridge to be constructed within West Dunbartonshire and accessed via Dock Street

The Clyde Crossing city deal project could have economic impacts on Clydebank and the surrounding area; therefore, it requires to be considered through this Main Issues Report.



**Why is a new crossing required?**

The addition of the Clyde Crossing will increase the number of crossing points over the River Clyde and is aimed at attracting investment and delivering regeneration and economic development within the city region, particularly for the West Dunbartonshire, Glasgow and Renfrewshire areas. The new crossing will provide increased access to Glasgow International Airport and employment opportunities with associated economic and social benefits. The new crossing will also improve connectivity, accessibility and reduce travel times to a number of key locations in close proximity to destinations north and south of the proposed crossing location.



**Will there be any impacts on Clydebank as a result of the new crossing?**

West Dunbartonshire and Renfrewshire Council have agreed to support a Retail and Economic Impact Assessment which is being undertaken by a private economic consultancy. The assessment will address the following issues: the impacts/effects on Braehead as a result of the bridge, a Retail Impact Assessment for the Clydebank area, including the shopping centre, retail parks and future development sites, impact on property values short term and medium term, impact on travel times and a business assessment.

The findings of the assessment will inform the local development plan and any future planning application. The planning application is anticipated to be submitted at the end of June and a Proposal of Application Notice has already been submitted.

**What is the Main Issue?**

The Main Issue explores how the Council should consider the proposed Clyde Crossing.



**Preferred Option**

The Council is working with Renfrewshire Council to understand the proposals for the new crossing and how this will impact on Clydebank. The Council is waiting for the conclusions of the various studies noted above and will take an informed decision on how best to proceed following the outcomes of these studies.

**Alternative Option**

There is not considered to be an alternative option for this issue.





### Why is Stanford Street included as a changing place?

Stanford Street is a predominantly business/industrial area adjacent to Clydebank town centre. It overlooks the Forth and Clyde Canal, which is a Scheduled Ancient Monument and includes vacant land and a Council Depot. On the other side of the Canal is Clyde Retail Park. In close proximity are Whitecrook and Cunard Primary Schools.

Due to the potential future relocation of the Council's depot, the former Thor Ceramics site which is now vacant land and RHI which has recently closed leaving a large vacant building, there is an opportunity to recreate Stanford Street and create a new place which strengthens the existing residential areas and provides a better frontage overlooking the Canal.

Also, due to the proximity to Clydebank town centre and the actions from the charrette, there is an opportunity to link in with the proposals for the town centre to create a much wider and more unique place for all users and residents.

The offer of evening and leisure uses within Clydebank are limited. The Council is keen to see a mix of uses within Clydebank town centre including those that would boost its evening economy. There is also an opportunity to consider these uses in conjunction with the Stanford Street area and linking up with the Canal and the Clyde Retail Park and town centre.

### What can be done to make better use of the Forth and Clyde Canal?

As the Forth and Clyde Canal runs through both Stanford Street and the town centre, better use could be made of the canal for leisure and recreation. There is also potential for this area to be reinvigorated for night time uses by also extending these types of uses within the nearby retail park.

Similarly, the public space surrounding the canal on either side of the Clydebank Shopping Centre is unused at night and could be used for evening entertainment and restaurants to introduce a night time economy back into the town centre and have a continuous leisure, recreation and night time use along this stretch of the canal, for example, pods for café's/restaurants.



### What is the Main Issue?

The Main Issue seeks to establish whether a design-led approach should be undertaken to provide a cohesive approach to better connect Stanford Street, the Forth and Clyde Canal, the Clyde Retail Park and the town centre. The approach will also consider how best to establish evening and leisure uses along the Forth and Clyde Canal and into the town centre, to improve the night time economy within Clydebank.

### Preferred Option

A design-led approach will be undertaken to guide the future development of Stanford Street and to improve connection with surrounding areas, in particular the town centre and the Clyde Retail Park and any future development on the Playdrome site. It will also look at proposals to improve the Forth and Clyde Canal for leisure and recreation and how the Canal can become a central feature in establishing night time uses within the town centre and how this could extend to include the retail park.

### Alternative Option

The alternative option would be to continue with the existing strategy within the Proposed Plan (2016). This approach would not consider using the Forth and Clyde Canal as an integral part of encouraging night time uses within the town centre and beyond. It would also not allow for consideration of the adjacent retail park as a possibility for contributing towards an improved evening economy. For these reasons, this is not the preferred approach.



### Question 8:

**Do you agree that a design-led approach should be undertaken to ensure a cohesive approach to development within this area?**

**If not, do you consider that the alternative option should be followed or are there any other proposals that the Council should consider instead?**



**What is the Lomond Canal?**

The Lomond Canal is the name given to the proposed new canal that would run alongside the River Leven from Dumbarton Harbour to Loch Lomond at Balloch. The canal would connect the Clyde and Loch Lomond and would allow canal journeys across Central Scotland to Loch Lomond, due to the proximity of the Bowling terminus of the Forth and Clyde canal.

The proposed canal was initially identified as an aspiration within the Scottish Executive's 'Scotland's Canals: an asset for the Future', published in 2002 in conjunction with West Dunbartonshire Council and other key partners. The document proposed that all the partners would work with British Waterways to examine the viability of forming the new canal, subject to resources being available.

The canal was also mentioned within the Glasgow and Clyde Valley Strategic Development Plan (2012) as a significant proposal that had been promoted to address some of the issues affecting the Strathleven Corridor and Gateway to the Loch Lomond and the Trossachs National Park. The Proposed Plan (2016) supported the further investigation of the Lomond Canal proposal and protected the route of the canal from development for the period covered by the Plan. This was to allow Scottish Canals to develop the project further and demonstrate whether the canal would be financially and technically viable and environmentally acceptable.

**What are the benefits of a new Canal?**

As well as being a recreational resource as outlined above, the canal could also bring economic benefits to West Dunbartonshire and assist in flood risk management.

**What progress has been made on delivering the new Canal?**

There has been little progress made on assessing the viability of the canal since it was first put forward in 2002 and a number of significant issues relating to its potential impact on the environment still require to be addressed. Whilst Scottish Canals remain supportive of the principle of the canal, it cannot be delivered without very substantial third party funding and it is very unlikely to be delivered in the short to medium term. In view of this, it is not considered reasonable to prevent development on its indicative alignment.

The Council has previously supported the principle of the canal through the Proposed Plan (2016); however, given the lack of progress and the impact that the preservation of the canal route could have on the development of key sites, its removal from Local Development Plan 2 should be considered.

**Are there any issues with the route of proposed Canal?**

The proposed route of the canal passes through or very near to a number of development opportunity sites identified within the Proposed Plan (2016). Therefore, protecting the route could be regarded as a barrier to developing these sites.

MacPhersons, a large haulage firm who have a UK-wide contract with Chivas, were recently granted planning permission to consolidate their transportation and haulage business into a single operating centre within the Vale of Leven Industrial Estate. The granting of this consent would require the route of the Lomond Canal to be amended within this area.

On the south side of Castle Street Dumbarton, the development of 195 dwellings on the western half of the site and a retail proposal which includes a Lidl store and additional retail units on the eastern half of the site also affect the proposed route of the canal.

The Dumbarton Waterfront Path route adjoins the route of the Lomond Canal and the route of the Lomond Canal may require to be amended, due to the finalised route of the path, to ensure that there is no conflict or adverse impact on the Waterfront Path. The route for the proposed canal runs along the southern edge of the Waterfront Path and preserving its route would reduce the amount of land available to develop. It could also complicate the design of the development as it could take up land which is required as part of the proposed Dumbarton Waterfront Path.

**What is the Main Issue?**

The Main Issue considers what approach should be taken in relation to the Lomond Canal.

**Preferred Option**

The preferred option is for the proposed route of the Lomond Canal to be removed from Local Development Plan 2 as it is unlikely to be delivered in the short to medium term. Full consideration of its environmental impact has not taken place within the period of the Proposed Plan (2016). By removing the route from Local Development Plan 2 any uncertainty regarding its potential impact on development sites would also be removed. The Plan should also remove its support for a project that is not being progressed and is restricting development on other sites.

**Alternative Option**

The Local Development Plan should continue to offer support to the concept of the Lomond Canal subject to full consideration of its environmental impact. Any proposals for development affecting the route of the canal should be assessed against their economic impact and the probability of the canal being developed.

This option is not preferred as the Proposed Plan (2016) has previously supported the canal and made provision for it with no outcome or benefit in the Plan area.



**Question 9:**

**What approach should the Local Development Plan take to the Lomond Canal?**



## Bowling Basin

### What is the existing Strategy?

Bowling Basin sits between Bowling and Old Kilpatrick and is in the ownership of Scottish Canals. The Forth and Clyde Canal runs through the site and includes a series of canal basins before opening out to Bowling Harbour and the River Clyde to the west. The canal has a towpath which forms part of the National Cycle Route 7 and arches under an old railway line provide commercial uses. The canal is a Scheduled Ancient Monument and the basins, locks, drawbridges, as well as other buildings on the site, are B-listed buildings.

The existing strategy for the site is:

- To create an exemplar of an integrating green infrastructure approach to development;
- Residential development along both sides of the Canal;
- Improved woodland south of former railway line; and
- Commercial and leisure uses centred on the lower basin and former railway arches.



### What is the progress on delivering the strategy?

A masterplan for Bowling Basin was produced following a Charrette event in 2014. Elements of the masterplan have been taken forward or are well underway.

Phases 1 and 2 involved the refurbishment of the arches for small scale commercial/retail uses and improvements to the public realm around the harbour and lower basins. Work is almost complete on these.

Permission in principle for phases 3 and 4 was approved by the Council in 2016. This included residential development (approximately 75 units), creation of a linear park along the old railway line, creation of a woodland hub for outdoor activities, heritage trail and water sports, gateway improvements and enhancement of the existing woodland.

The Council is in discussions with Scottish Canals about a potential joint venture regarding the delivery of the significant element of the above development including housing, roads and bridge infrastructure.

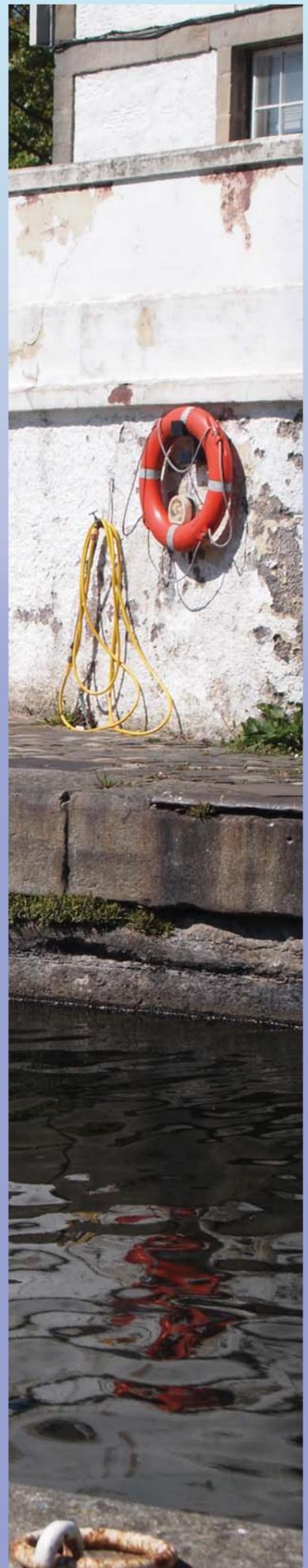


### Does the Strategy require to be revised?

The current strategy remains similar but will require be updated to more accurately reflect the detail as shown in the masterplan.

### Is there a Main Issue?

No. These are minor revisions and are not considered to be a Main Issue on their own.



## Alexandria Town Centre

### What is the existing Strategy?

Alexandria is the smallest of the town centres in West Dunbartonshire. It mainly comprises a traditional high street of commercial ground floors uses with residential above and includes some historical features. The existing strategy for the Town Centre is:

- To strengthen its retail offer through the identification of opportunities for a new foodstore and other new and refurbished retail floorspace;
- To increase the population of the town centre through the identification of residential opportunities;
- To support redevelopment along Bank Street; and
- To improve the attractiveness of the town centre through support for accessibility, public realm and car parking improvements.

### What progress has been made on delivering the Strategy?

Housing development has been completed at the Kippen Dairy and Leven Cottage sites in the north of the town centre.

Following the marketing of the Mitchell Way site in 2016 a preferred bidder was selected. Proposals for the site included a foodstore with parking and a further phase of a three storey development facing Bank Street and Mitchell Way, which would comprise 10 retail units and 24 residential units. To date no Proposal of Application Notice has been submitted.

The site of the former Alexandria Medical Centre on Bank Street still presents a redevelopment opportunity. Public realm improvements have been undertaken within the town centre and there is still scope for further improvements.

### Does the Strategy require to be revised?

The current strategy remains similar but requires to be updated to reflect development progress on housing opportunity sites at Kippen Dairy and Leven Cottage.

### Is there a Main Issue?

No. These are minor revisions and are not considered to be a Main Issue on their own.



## Carless

### What is the existing Strategy for Carless?

The former Carless oil refinery occupies around 17 hectares between the River Clyde and the Forth and Clyde Canal at Old Kilpatrick. As a legacy of its former use, the land is recognised as being contaminated under Part II of the Environmental Protection Act 1990. The existing strategy for the site within the Proposed Plan (2016) is:

- New development resulting in the remediation of the site – a range of uses, including housing, business and industry will be suitable, but retail will be limited to that required to serve any development on the site;
- Green network enhancements, particularly along the Clyde waterfront, canal and former railway corridor;
- Access improvements – the provision of a new road access to the site from Dumbarton Road (crossing the Forth and Clyde Canal), enhancements to the access from Erskine Ferry Road and the provision of public transport within/close to the site; and
- The Proposed Plan (2016) also required that a comprehensive master plan to guide development of this site would be required to be agreed.



### Are there any constraints to development of the site?

Development of the site must not have an adverse impact on the redshank, which are the qualifying interest of the Inner Clyde Special Protection Area and proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal.

The new access which is required across the canal must ensure the canal and its setting, which is a Scheduled Monument, is not harmed. Green network enhancements are expected to be integral to the development of the site and temporary greening in advance of development would be supported.

### What progress has been made on developing the site?

Although there has been some interest shown in the site, no proposals have progressed to the planning application stage yet.

### Is there a Main Issue?

No. The existing strategy is considered to be still relevant.

## Kilpatrick Hills

### What is the existing Strategy?

The Kilpatrick Hills are designated within the Proposed Plan (2016) as a Local Landscape Area and provide a scenic backdrop to the urban areas of West Dunbartonshire. The area features a number of nationally and locally important nature conservation sites, including five Sites of Special Scientific Interest. They form an extensive habitat network and are also an important resource for recreation. No landscape can expect to remain unaltered and changes to forest and woodland cover, development and even climate change mean that the appearance of the Kilpatrick Hills will change over time. The policies within the Proposed Plan (2016) aimed to manage and enhance this landscape.

The existing strategy for the Kilpatrick Hills is:

- To protect and enhance landscape character;
- To protect and enhance the integrated network of habitats and important geological features;
- To protect and enhance the Hills as an accessible recreational resource.

### Does the Strategy require to be revised?

Through the Call for Sites process a proposal has been received for a wind energy development within the Kilpatrick Hills, which it has been suggested could comprise 7 to 12 'Very large' scale turbines with an installed capacity of 18 to 30 MW. This location has been the subject of a previous planning application for a windfarm, which was refused consent in 2013 in part due to the unacceptable impact that it would have on the landscape and visual amenity of the Kilpatrick Hills.

The Council recently agreed planning guidance on Renewable Energy. It covers the impact of wind energy proposals on landscape character and states that there is limited capacity for medium scale turbines and little/no capacity for large or very large turbines on the Kilpatrick Hills.

### What is the Main Issue?

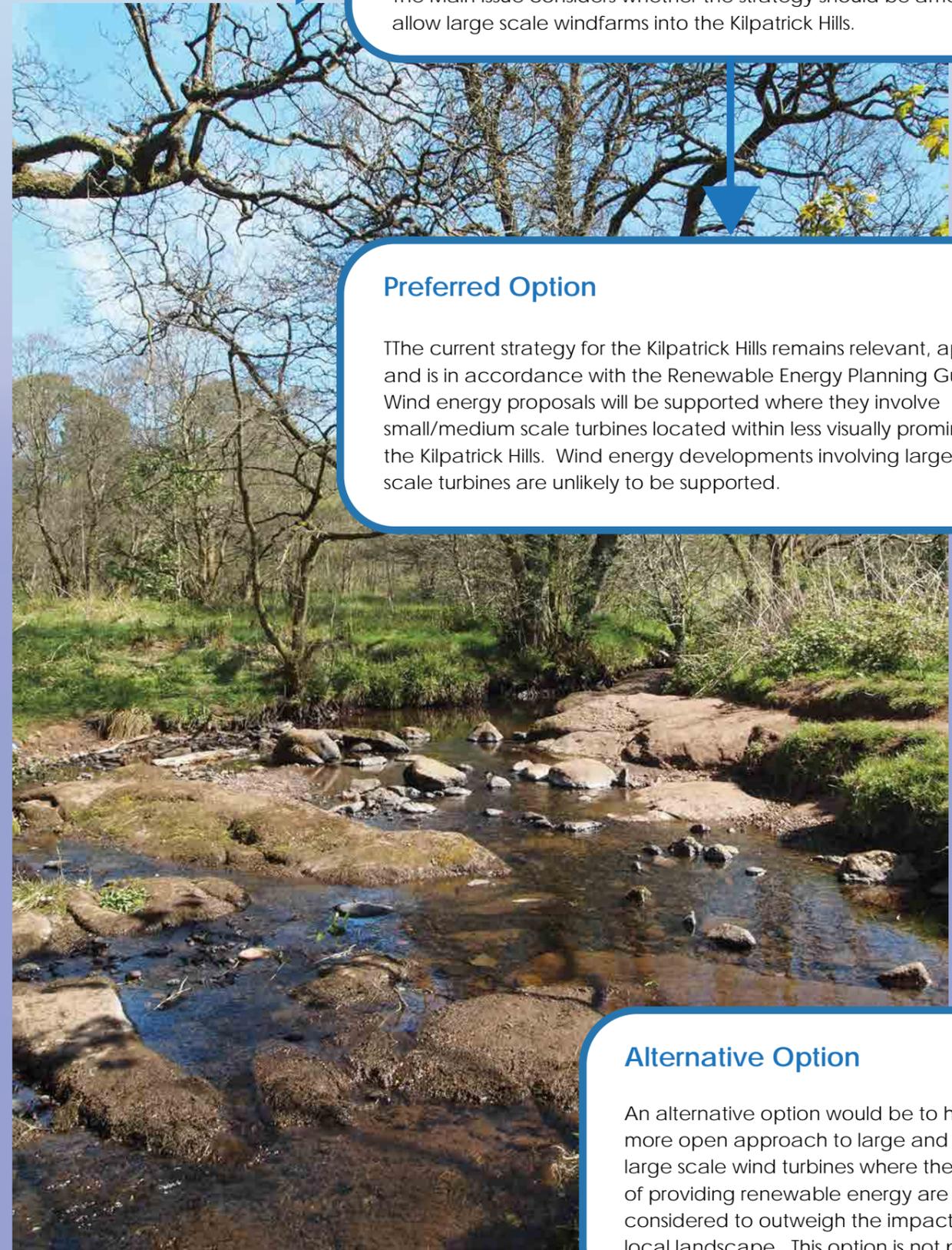
The Main Issue considers whether the strategy should be amended to allow large scale windfarms into the Kilpatrick Hills.

### Preferred Option

The current strategy for the Kilpatrick Hills remains relevant, appropriate and is in accordance with the Renewable Energy Planning Guidance. Wind energy proposals will be supported where they involve small/medium scale turbines located within less visually prominent parts of the Kilpatrick Hills. Wind energy developments involving large/very large scale turbines are unlikely to be supported.

### Alternative Option

An alternative option would be to have a more open approach to large and very large scale wind turbines where the benefits of providing renewable energy are considered to outweigh the impact on the local landscape. This option is not preferred.



**What is the existing Strategy?**

West Dunbartonshire has an outstanding natural environment that requires to be protected and enhanced. The Green Network comprises all the open and green spaces within the urban area together with major green network assets, such as the Kilpatrick Hills and the Rivers Leven and Clyde. The individual green assets are linked by paths, corridors and other wildlife habitats to provide an integrated and connected network which facilitates the movement of species and people. Green networks which are multi-functional bring the greatest benefits, contributing to economic development, place-making, creating stronger, healthier communities, biodiversity and climate change adaptation. The West Dunbartonshire Green Network forms part of the Central Scotland Green Network, which is a national development in National Planning Framework 3.

The existing strategy for the Green Network is:

- To safeguard the existing green network; and
- To ensure new development enhances and expands the green network by creating new multi-functional green and open spaces, and improves existing green network assets and the connections between them.



**Does the Strategy require to be revised?**

Clydeplan identifies the City Region as a natural, resilient place where the green network is seen as a major asset which supports the Vision and Spatial Development Strategy. The green network should be protected and enhanced and new development proposals should prioritise green infrastructure from the outset and deliver the Strategic Delivery Areas. These are locations where there is the opportunity to deliver the green network priorities of health, access, climate change and habitats and include Dumbarton, Bowling and Clydebank.

“Our Green Network” Planning Guidance was prepared to supplement the guidance in the Proposed Plan (2016). It identifies in more detail the existing green network assets and the opportunities for enhancement and expansion. It also specifies the accessibility, quality and quantity standards that will be applied to determine the level of open space provision, or financial contribution expected from new development and design guidance in relation to new green infrastructure.

An assessment of the quality of existing open space has also been undertaken by the Council and the Glasgow and Clyde Valley Green Network Partnership to ensure that any resources available for green network enhancement are used in the most suitable places.

**Is there a Main Issue?**

The current strategy will require be updated to more accurately reflect the agreed “Our Green Network” Planning Guidance. However, these are revisions and are not considered to be a Main Issue on their own and have already been subject to consultation through the preparation of the Planning Guidance document.



**Question 10:**

Are there any further suggestions that the Council should consider for Bowling Basin, Alexandria Town Centre, Carless and for the Green Network apart from the minor revisions to the strategy detailed above for these areas?



**Question 11:**

Do you agree with the Council’s preferred approach not to allow large scale wind farms into the Kilpatrick Hills? Do you have any other suggestions in relation to the Kilpatrick Hills that you wish the Council to consider?

# Chapter 3: Strengthening our Communities and Economy

One of the Scottish Government's priorities is to see a strong and well-functioning housing system with a commitment to increasing the number of affordable homes within Scotland. Through the 'More Homes Scotland' approach the Scottish Government has allocated over £3 billion to fund 50,000 homes throughout Scotland by March 2021, of which 35,000 will be for social rent.

The West Dunbartonshire Local Housing Strategy 2017-2022 sets out ten high level objectives which are to be used to measure how the Local Housing Strategy has been implemented. Some these measures will be implemented through Local Development Plan 2, namely:

- Maximise the delivery of new affordable housing through the More Homes Better Homes West Dunbartonshire initiative in partnership with developing Housing Association partners, delivering 1,000 new social rented homes in West Dunbartonshire;

- Ensuring a generous supply of suitable housing sites and deliver on the Council's main strategic housing regeneration priorities including those at Dumbarton Harbour and Queens Quay; and
- Reduce the impacts of climate change and fuel poverty by supporting energy efficiency measures across all housing sectors and by delivering on compliance with the energy efficiency standard for social housing by December 2020.

A further ambition of the Scottish Government is the creation of successful places and delivery of high quality development. The Council recently agreed funding for a West Dunbartonshire Design Panel and a Design Officer to help ensure future quality new build. The Design Panel will be used as a way to promote the value of quality and sustainable design which adds to everyone's lives. It will allow people to get more involved in shaping

the places they live in or allow them to improve the design of the buildings they will use.

The Design Panel will engage with the Development Management team at the pre-application stage and seek input from design professionals, communities, local schools, colleges and universities. The Design Officer will be responsible for establishing and promoting area wide standards for urban design, which will include ensuring that design and streetscape policies and implementation measures are in place and the co-ordination of cross-disciplinary initiatives between Council departments and with other agencies. The person will also assist in facilitating charrettes and mini-charrettes. This will help to ensure that both private and public investment produces good architecture, urban design and streetscape.

Our town centres are also important as they represent the heart of our communities. It is therefore important to ensure that our core

retail areas are protected from inappropriate uses which could have adverse impacts on our communities.

A town centre first approach and ensuring that there is a mix of uses in town centres to support their vibrancy, vitality and viability during the day and night are important considerations that Local Development Plan 2 will have to ensure are addressed. Chapter 2: Delivering our Changing Places deals with Main Issues in relation to Dumbarton Town Centre and Waterfront, Clydebank Town Centre and Alexandria Town Centre.

Within this context, Local Development Plan 2 seeks to deliver proposals, at a local level, which strengthen our communities and economy; support our town centres; and ensure that West Dunbartonshire creates successful places and delivers high quality developments which encourage people to live, to invest and to visit and explore.

## Strengthening our Communities

West Dunbartonshire is home to approximately 90,000 people living in around 42,500 households. Like many areas of Scotland, it has seen a continual fall in its population over the last three decades due to a multitude of reasons, including people moving for better employment or through housing choice.

Local Development Plan 2, in accordance with Clydeplan and the Local Housing Strategy 2017-2022, seeks to address these issues by ensuring enough land is available to meet the predicted need and demand for new homes in West Dunbartonshire; strengthening the attractiveness of our existing communities and creating places which are of high quality.

There have been three Main Issues identified in relation to strengthening our communities, which are:

Number	Main Issue
12	Creating Places
13	Private Sector Housing Land
14	Affordable Housing



**Places – why are they important?**

Places are about people. Although development is fundamental in shaping how a place looks, a place will only work if it can be used by people: be that for living in, working in or for recreation. There are numerous places around the world, within cities and towns, which are held up as examples of successful places. They are successful for a reason – they have been designed or re-designed to put the needs of people first.

The Scottish Government, through their emphasis on place-making and creating successful places, recognise that there has to be a change in how we create places; that place should come first and that it should be of a high quality – be that through design of buildings or the quality of the public realm that people can use. Planning, therefore, has a pivotal role to play in creating new places and ensuring that they integrate with and strengthen existing places and communities.



**What is the current approach to place within the Proposed Plan (2016)?**

Policy DS1 of the Proposed Plan (2016) sets out criteria to be considered when preparing and assessing development proposals. These relate to the six qualities of successful places. All development proposals will be assessed against the relevant criteria of this policy and are required to use the criteria of the policy as a guide to develop and improve proposals.

**Does this the current approach to place require to be revised?**

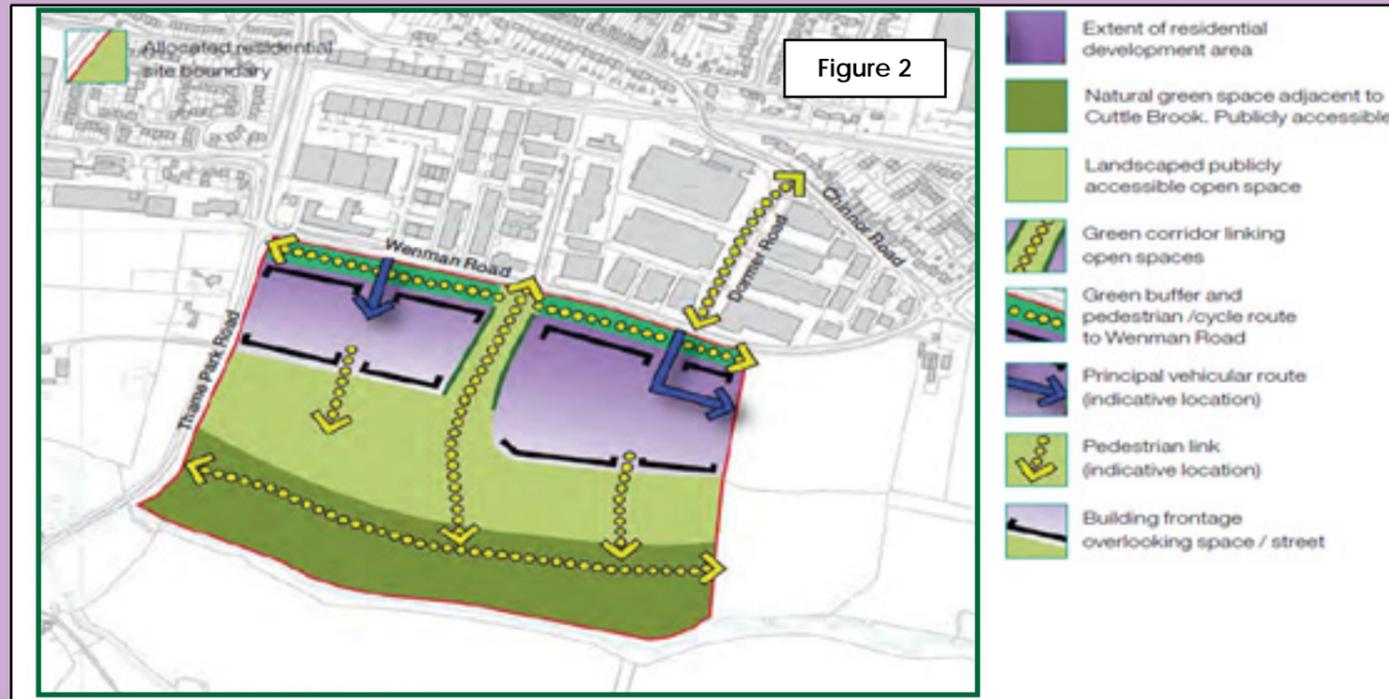
Scottish Planning Policy requires planning to take every opportunity to create high quality places by taking a design-led approach and should demonstrate the six qualities of a successful place which are: distinctive; safe and pleasant; welcoming; adaptable; resource efficient; and easy to move around and beyond.

In line with the above, the current approach within the Proposed Plan (2016) requires to be revised in order to strengthen how Local Development Plan 2 creates places and delivers high-quality development through a design-led approach. How places are created and how development should integrate within existing places, needs to be given much more consideration to ensure that places for people, spaces for investment and destinations to explore are provided. Visual and design guidance on how new developments should integrate into existing places to ensure that development considers the needs of people first and how the layout of the development should create a new and distinctive place, is required. This is to ensure that these areas create liveable and walkable places.



## What is the Main Issue?

The Main Issue looks at options on how to integrate and strengthen a design-led approach to creating places and a policy framework that ensures that high quality development is delivered on the ground. It also looks at options on how to involve the communities in place-making.



## Preferred Option

The preferred option is to expand on Policy DS 1 of the Proposed Plan (2016) and develop a suite of policies to ensure that new development considers the needs of people first and that new places are integrated into existing neighbourhoods and communities, thereby ensuring that liveable and walkable places are created.

The Council will establish a framework within Local Development Plan 2 which allows for place-making maps to be produced, in conjunction with communities, taking into account the place standard. Place-making maps will help to focus on what improvements are required which can be delivered through Local Development Plan 2, to help improve the quality of existing places.

Local Development Plan 2 will give much more visual and design guidance on how medium to large-scale sites, or sites within sensitive areas, should be developed and integrated with existing communities. Local Development Plan 2 will illustrate, for example, where connections should be made; where development and green infrastructure could be located; how development should be orientated etc. These design guidelines should be incorporated into the layout of the site by the developer.

An example of how this could be illustrated within Local Development Plan 2 is given in Figure 2.



### Question 12:

**Do you agree that Local Development Plan 2 should contain a wider range of policies aimed at creating new places and delivering high-quality development? If not, do you have any suggestions on what the Local Development Plan should focus on in this regard?**

## Alternative Option

The alternative option is to continue with the approach advocated in the Proposed Plan (2016). This is not the preferred option. Local Development Plan 2 requires a much stronger emphasis on place to ensure that development creates new high quality places and strengthens existing ones by putting people first and involving the community in the production of placemaking plans to enhance the attractiveness of existing places and West Dunbartonshire as a whole.



### Question 13:

**Should Local Development Plan 2 establish a framework which allows for place-making maps to be produced? If not, do you have any other suggestions on how places can be enhanced?**



### Question 14:

**Do you agree that Local Development Plan 2 should give much more visual and design guidance on how sites allocated within the Plan should be developed? Or are any other methods or options that you think the Council should consider?**

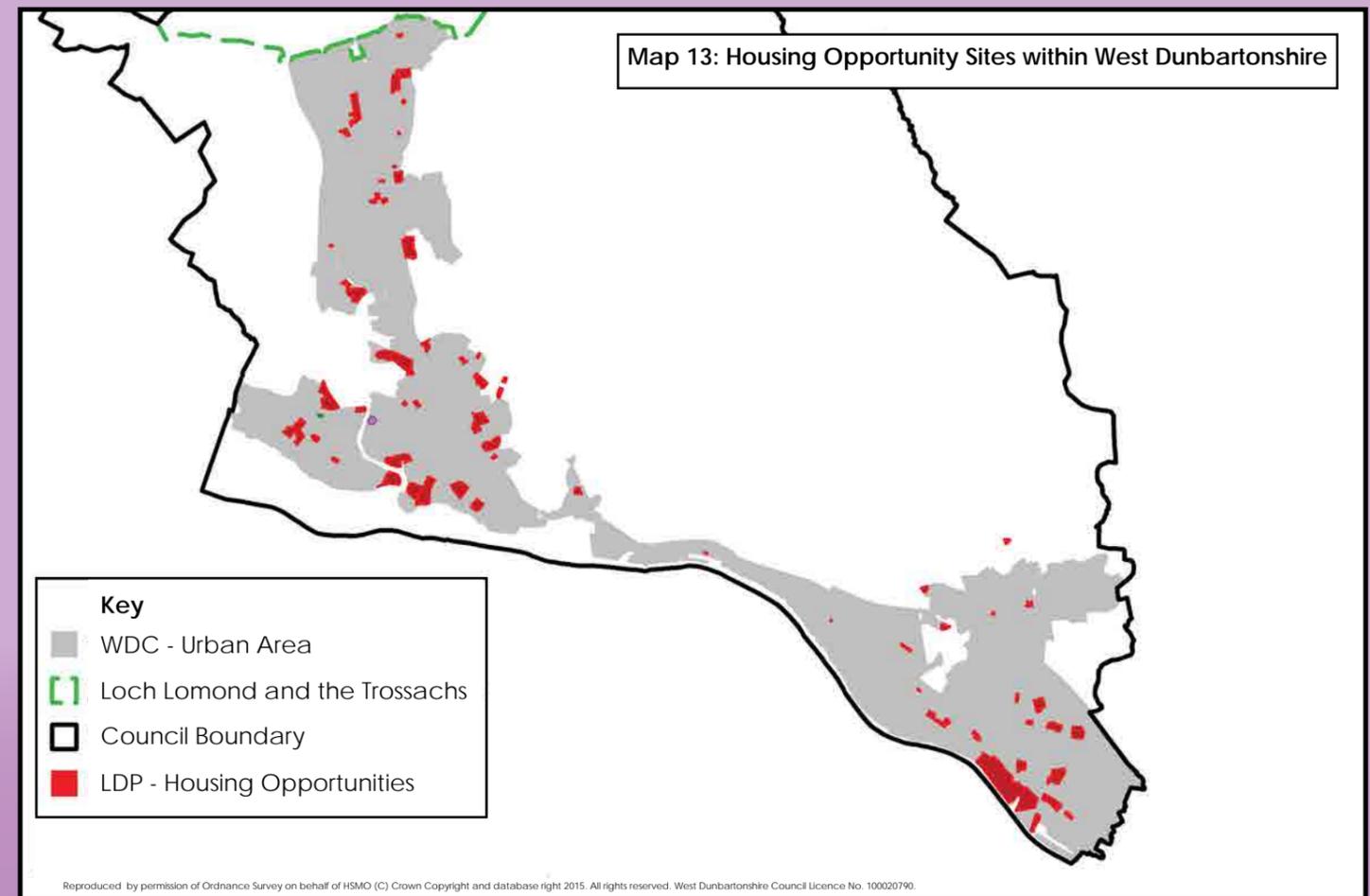
### What is the Housing Land Requirement for Private Housing in Local Development Plan 2?

Scottish Planning Policy requires Local Development Plans to address the supply of land for all types of housing and to set a housing supply target for the area. It also states that the Local Development Plan should identify a generous supply of land and a range of sites which are capable of delivering the new housing that is needed over the Plan period.

Clydeplan sets a private housing land requirement for West Dunbartonshire of 165 houses per annum. For the Council area as a whole, the effective private sector land supply in the period 2012-2029 was assessed as being capable of delivering 4,980 houses, with the housing land requirement being 2,810 houses, indicating a significant surplus in the land supply.

At the time of writing the Main Issues Report, the Examination Report for Clydeplan had just been released and proposed increasing the level of generosity to 15% across all housing tenures. If these figures are accepted by Scottish Ministers, the private sector housing land requirement for West Dunbartonshire will be around 172 private houses per annum. It is considered that there will still be a significant surplus in the housing land supply. Map 13 below shows the locations of our housing opportunity sites throughout West Dunbartonshire.

With regard to affordable housing, **Main Issue 14** in this chapter explores if the Council should include an Affordable Housing policy within Local Development Plan 2.



### Are the Council considering allocating any new sites within Local Development Plan 2?

The 2016 West Dunbartonshire's Housing Land Audit is the latest assessment of the current housing land supply. The private sector effective housing land supply will provide land for 1,774 houses in the period 2016-2023 with the housing land requirement requiring 1,200 houses to be built in the same period. This results in a surplus of land which is more than enough to provide a generous housing land requirement.

The majority of the sites allocated within the Proposed Plan (2016) are brownfield, supporting the aim of urban renewal and regeneration. These include regeneration sites such as Garshake Road and Rosebery Place and former school sites. There is also significant capacity in the established housing land supply, which can be brought forward if required. Given this position, there is no requirement for Local Development Plan 2 to release any major greenfield sites for new private housing.

The Local Development Plan process does however provide the opportunity to review the existing housing land supply. It assesses whether sites should be removed from the Plan and replaced with new sites or if new housing sites should be added to extend the range and choice of housing throughout West Dunbartonshire.

A comprehensive review of the housing land sites can be found within the Background Report 'Development Opportunities Review'. Chapter 5 of the Main Issues Report, provides a summary of the review of all changes to allocated sites within the Proposed Plan (2016) and how they should be taken forward in Local Development Plan 2.

Whilst there remains no strategic requirement to allocate significant additional land for housing in Local Development Plan 2, a Call for Sites exercise was undertaken as part of the pre Main Issues Report consultation to allow new development opportunities to be submitted to the Council and to be considered through the preparation of Local Development Plan 2. A number of new housing sites were suggested to the Council as part of this exercise and these have been assessed in terms of their suitability for residential development in terms of site constraints and the timescale for delivery. This assessment is also detailed in the Background Report on 'Potential New Housing sites'.

In summary, the assessment concluded that:

- Eight of the sites that were promoted could potentially be allocated within the new Local Development Plan to provide a greater range of housing opportunities; and
- Four sites, two of which are in the Green Belt and are significant in housing numbers, are not supported.





### What is the Main Issue?

The Main Issue is in relation to whether additional private housing sites should be allocated within Local Development Plan 2 to provide flexibility within the effective housing land supply.



### Preferred Option

The preferred option is to allocate the following additional sites, which were promoted as part of the Call for Sites exercise, to increase the range and choice of private sector housing land:

- Dumbain Crescent, Haldane (2.2 ha)
- Former Carman Waterworks, Renton (2-3 units)
- Bonhill Quarry, Bonhill (139 units)
- Castle Road, DFC Stadium, Dumbarton (4.5 ha)
- Beardmore Place, Clydebank (in part) (24 units)
- Hardgate Health Centre, Hardgate (0.13 ha)
- Clydebank Health Centre (1.0 ha)
- Strauss Avenue, Clydebank (in part) (4.2 ha)



## Alternative Option 1

As well as the sites listed above, four other sites, which were promoted as part of the Call of Sites exercise, should also be allocated. These sites are:

- Overtoun Road, Alexandria (13 units)
- Youngs Farm, Dumbarton (10.0 ha)
- Dumbuckhill, Dumbarton (420 units)
- Faifley Bowling Club, Faifley (1.0 ha)

Young's Farm and Dumbuckhill are both large Greenbelt release sites. Overtoun Road is a small site currently zoned for open space and Faifley Bowling Club is also zoned for open space and is currently being marketed for community use.

It is considered that there is no need for additional land release at the scale proposed at Dumbuckhill and Young's Farm, which would also have adverse environmental impacts. Similarly, it is important to protect open spaces, especially where they are of benefit to the community; therefore, it is considered that Overton Road and Faifley Bowling Club should not be allocated for residential uses.

For the above reasons, this is not the preferred approach.



## Alternative Option 2

No additional sites are allocated. This option would not accord with Scottish Planning Policy as this approach will not increase the range and choice of housing sites. For this reason, this is not the preferred approach.



### Question 15:

**Do you agree that additional private sector housing sites should be allocated within Local Development Plan 2?**

**If not, do you consider that an alternative approach should be taken, as outlined above, or do you have any further suggestions that the Council should consider?**



### Question 16:

**Apart from the sites suggested during the Call for Sites, are there any other areas of land that you wish the Council to consider for allocation as housing land within Local Development Plan 2?**

**\*Please be aware that sites already suggested at the Call for Sites stage should not be re-submitted as part of any consultation response to this Main Issues Report.\***





### What is Affordable Housing?

Affordable Housing is defined as housing of a reasonable quality and is affordable to people on modest incomes who cannot afford to buy a private sector house or do not want to buy a house. The term 'Affordable Housing' covers a wide range of different tenures, such as social-rent, mid-market rent, shared ownership, shared equity, discounted low cost housing for sale and low cost housing without subsidy.

### Affordable Housing Supply Target

Clydeplan, evidenced by the latest Housing Need and Demand Assessment, sets a realistic and deliverable housing supply target for West Dunbartonshire of 80 affordable homes per annum. The Council recently announced an ambition under the More Homes Better Homes initiative to secure the provision of 1,000 new affordable homes over the next five years. As detailed within Main Issue 13, the Examination Report for Clydeplan has proposed a 15% increase in the all tenure housing supply target.

In order to build affordable housing, suitable sites need to be identified and financial support needs to be available. The 2016 Housing Land Audit identifies land with capacity to build 1,178 affordable houses. This provides a very generous land supply if the lower target of 80 houses a year is taken and also has the capacity to accommodate the more generous Clydeplan target and 1,000 houses over the next five years.

### Delivering Affordable Housing

Over the last five years, an average of 90 new social rented homes have been built in the West Dunbartonshire area each year, representing nearly 40% of all new houses. This has included developments by Cube, Bield, Link, Dunbritton and Cordale Housing Associations. It has also included the reintroduction of a building programme by West Dunbartonshire Council, which has seen new Council houses being provided in Dumbarton, Bellsmyre, Haldane and Clydebank.

The Scottish Government have prioritised the provision of Affordable Housing and have established a flexible five-year grant and loan fund to accelerate delivery. The resource planning allocations for the West Dunbartonshire area have been increased by the Government to support the affordable housing build programme in the next few years.

Significant affordable housing developments are proposed at Dumbarton Harbour, Queens Quay and the former St Andrews School site, which are all sites accessible to town centres and will contribute significantly to urban regeneration

### Approach to Affordable Housing

The Council does not currently have an affordable housing policy, which would require private sector housing developers to provide a certain percentage of affordable houses on site or make an appropriate off-site contribution to the provision of affordable housing elsewhere in the area. Instead, the Proposed Plan (2016) allocates specific sites for affordable housing, reflecting the current Local Housing Strategy and the Strategic Housing Investment Plan.

An affordable housing policy would require private developers to provide an affordable housing contribution, usually up to a maximum of 25%, on each development site, based on the findings of the HNDA and the Local Housing Strategy.



The proposal was considered in the previous Main Issues Report but was not carried forward into the Proposed Plan (2016) for a number of reasons. Concern was raised that if a requirement to provide an element of affordable housing was imposed on private developers, this would reduce the viability of many of the development sites. Developers could argue that the Council would need to release more land for private development to ensure they can meet their private sector targets as well as an affordable quota.

Affordable housing targets have been met in the past, despite no affordable housing policy being in place. In addition, proposals and locations for affordable housing identified in this way may not be considered as priorities for funding when assessed against those sites contained within the Strategic Housing Investment Plan.



For these reasons, the current Local Housing Strategy does not propose an affordable housing policy.



## What is the Main Issue?

The Main Issue is in relation to whether the Council should include an Affordable Housing policy within the Local Development Plan.



## Preferred Option

There is no justification or evidence contained within the Local Housing Strategy (2017 – 2022) for an Affordable Housing policy in West Dunbartonshire. The More Homes Better Homes aspirations of the Council can be delivered within the current generous land supply and through the financial support available to the Council from the Scottish Government. The inclusion of such a policy could reduce the viability of private sector sites. Instead, land will continue to be allocated for Affordable Housing in the Plan.

## Alternative Option

An Affordable Housing policy requiring a percentage contribution towards meeting Affordable Housing requirements from every private sector housing site would be introduced. This could have an adverse impact on the delivery of private housing and, therefore, is not the preferred option.



### Question 17 :

Should the Council include a requirement for private sector housebuilders to provide a certain percentage of affordable homes on their sites in the next Local Development Plan?



### Question 18:

If you agree with the principle of having an Affordable Housing policy, what should the percentage contribution be? Should it apply to all sites regardless of capacity? Should it apply to brownfield sites as well as greenfield sites?



## Strengthening our Economy

West Dunbartonshire has a mixed economy where the dominance of heavy industry and engineering has evolved into a diversified economy. There are a number of major employers, including international employers such as Aggreko, National Australia Group and Chivas Brothers. There are also many smaller companies operating both locally and internationally. The public sector is also a major employer, with the Council, the NHS and Scottish Government agencies providing significant employment within the area.

In 2016, Polaroid, which was a major employer in West Dunbartonshire, announced its plans to close its factory by spring 2017 with the loss of 107 jobs. Despite the loss of Polaroid, the recent announcement by Chivas Brothers to invest at their Kilmalid site within the Vale of Leven Industrial Estate, illustrates that West Dunbartonshire still remains an attractive location to private sector companies.

The Council's Economic Development Strategy 2015-2020 seeks to create an inclusive and prosperous place where people choose to live, work and invest. The Council is therefore committed to encouraging and supporting our existing businesses whilst at the same time providing the environment for new businesses to grow and flourish. Outwith the priority of the key regeneration sites discussed in Chapter 2, the Council will also continue to invest to create the right mix of business infrastructure.

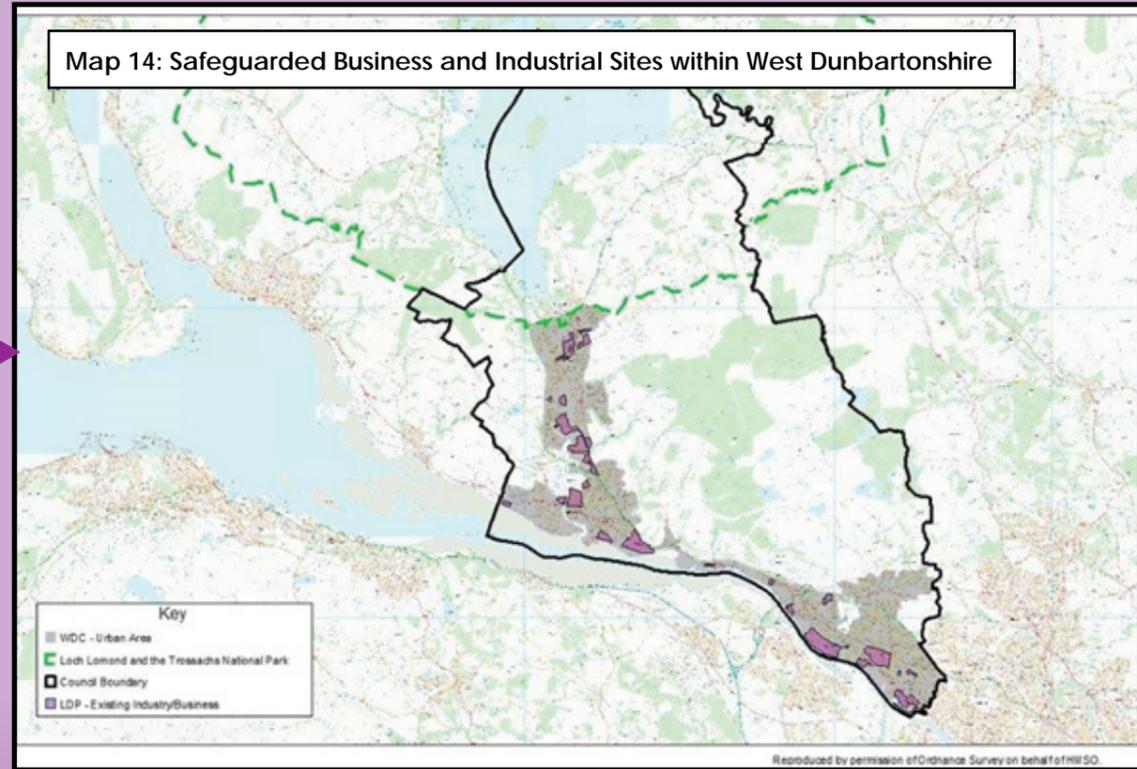
Local Development Plan 2 seeks to ensure that the uses within our existing Business and Industrial areas are responsive to market demands. Main Issues 4 and 5 in relation to the Lomondgate and Vale of Leven Industrial Estate Strategic Economic Investment Location are discussed in Chapter 2: Delivering our Changing Places. However, there has been one Main Issue identified in relation to Strengthening our Economy:

Number	Main Issue
15	Business and Industrial Land Supply



**Why are business and industrial areas safeguarded for specific uses?**

To ensure that West Dunbartonshire maintains a generous and varied supply of land and premises for business and industrial use, the Proposed Plan (2016) safeguards sites for specific uses. Generally, existing industrial estates, business parks and other employment areas are safeguarded for office (Class 4), general industrial (Class 5) and storage and distribution uses (Class 6). Map 14 shows the locations of our Business and Industrial sites throughout West Dunbartonshire.



**What are Local Development Plans required to provide?**

Scottish Planning Policy requires a Local Development Plan to allocate a range of effective sites for business. The allocation of these sites should be informed by relevant economic strategies and business land audits.

Scottish Planning Policy also requires new sites to be identified where existing sites no longer meet current needs or market expectations and where existing sites have high vacancy levels for example, consideration should be given to reallocating these sites to a wider range of alternative, but compatible, uses.

Each year the Council undertakes an internal review of the safeguarded business and industrial opportunity sites, which provides a general overview of development on each site and how that affects the overall supply of business and industrial land within West Dunbartonshire.

**What has the level of demand been for business and industrial sites within West Dunbartonshire?**

Since the Proposed Plan (2016) was prepared, there has been little development on the ground within the safeguarded business and industrial sites.

However, despite these recent levels of low activity, MacPhersons, a large haulage firm who have a UK-wide contract with Chivas were granted planning permission in February 2017 to consolidate their transportation and haulage business into a single operating centre within the Vale of Leven Industrial Estate, which is a major investment within West Dunbartonshire.

Similarly, Chivas Brothers, one of the largest employers within West Dunbartonshire recently announced that it would be closing its facility at Paisley and relocating staff and production to the Kilmalid site within the Lomondgate Strategic Economic Investment Location. A new bottling hall and office development on land owned by Chivas is proposed.

Over recent years, the Council has received increased interest from non-industrial/business uses to locate to vacant units within existing business and industrial areas. For example, Clydebank Business Park has seen a rise in demand for alternative uses within vacant units, for example soft play use, gyms and leisure uses.

Alternative uses, such as nurseries and gyms can be viewed by businesses as useful ancillary services for people working within these business and industrial areas. Premises available in business and industrial areas can sometimes match the specific requirements of a non-business/industrial use in terms of cost or size, for example a trampolining centre. These uses are attractive to owners of the business and industrial area as they can provide rent whilst providing a suitable unit at a reasonable cost for a use that would have difficulty finding suitable premises elsewhere.

In the right circumstances non industrial/business uses within a business and industrial area can revitalise and bring new investment, which has wider economic benefits to the area. However, measures should be put in place to ensure that the balance of uses within business and industrial areas compliments existing uses and that there is no adverse or detrimental impact on existing businesses in relation to noise, traffic and health and safety concerns with young children visiting activities within these areas. It is also important to ensure that the overall supply of land/premises for business and industry is not detrimentally affected and that a generous and varied supply of land and premises for business and industrial use remains.

**If there have been low levels of demand for business and industrial land and demand for alternative uses within these areas, what should be the approach taken within Local Development Plan 2 for business and industrial land?**

In order to determine what the approach for Local Development Plan 2 should be, a comprehensive review of the safeguarded business and industrial sites and opportunity sites will be required in order to provide an evidence base. The outcomes of this report, where appropriate, will be implemented within Local Development Plan 2 including where further business and industrial land is required or whether safeguarded sites should be reallocated to suitable alternative uses.

## What is the Main Issue?

The Main Issue seeks to determine whether a review of business and industrial land supply should be undertaken to establish if further business and industrial land should be allocated and if existing sites should be re-allocated to alternative uses.



## Preferred Option

The Council will undertake a comprehensive review of business and industrial land supply within West Dunbartonshire. Based on the outcomes of the review, it will consider whether further business and industrial land should be allocated within Local Development Plan 2 or, where appropriate, existing sites should be re-allocated to suitable alternative uses.

This approach will ensure that the Council will have an up to date effective and marketable supply of business and industrial land allocated within Local Development Plan 2. For these reasons, this is the preferred option.



### Question 19:

Should the Council undertake a comprehensive review of business and industrial land?



### Question 20:

Are there any new sites which you wish to be considered as part of the review for allocation for business and industrial land or are there any existing business and industrial sites that you think should be reallocated to suitable alternative uses? If so, can you provide reasonable justification as to why you think these sites should be allocated or re-allocated.

## Alternative Option

The alternative option will continue to implement the approach to business and industrial land as detailed within the Proposed Plan (2016). This approach is not considered to be in accordance with the provisions of Scottish Planning Policy as a review of business and industrial land supply will not have been undertaken. This approach could also provide a barrier to new investment within the area as the safeguarded business and industrial sites may not be attractive to the market, which could result in potential new businesses with an interest in moving to West Dunbartonshire choosing to locate elsewhere. Also it could involve existing business moving outwith the area, due to a shortage of land for relocation and/or expansion which meets their requirements. For these reasons, this is not the preferred option..





## Supporting our Town Centres

Scottish Planning Policy encourages plans to support a mix of uses in town centres but highlights that there are concerns about the number and clustering of some non-retail uses, such as betting offices and high interest money lenders, in some town centres.

Local Development Plan 2 seeks to ensure that our town centres provide an appropriate mix of uses and restrict those non-retail uses which may detrimentally impact on our town centres and communities.

Although Chapter 2: Delivering our Changing Places details Main Issues in relation to both Clydebank and Dumbarton Town Centres, there has been one Main Issue identified in relation to supporting our Town Centres:

Number	Main Issue
16	Supporting Our Centres: Retail Core in Town Centres



### What is the current approach to retail within town centres?

The Proposed Plan (2016) supports a network of centres within West Dunbartonshire, where our town centres are the preferred location for retail and a mix of other uses. This is further supported within the town centres of Clydebank and Dumbarton where Policy SC2 seeks to retain Class 1 uses (such as shops, hairdressers, travel agents) within a core area of the town centre. The purpose of the core retail area policy is to maintain a mix of shops and other uses and in particular to prevent a proliferation of Class 2 uses (such as banks, betting shops). Any proposals for a change of use of ground floor retail (Class 1 uses) in the areas shown on the plans below, are currently required to be assessed against a set of criteria contained within Policy SC2 of the Proposed Plan (2016).

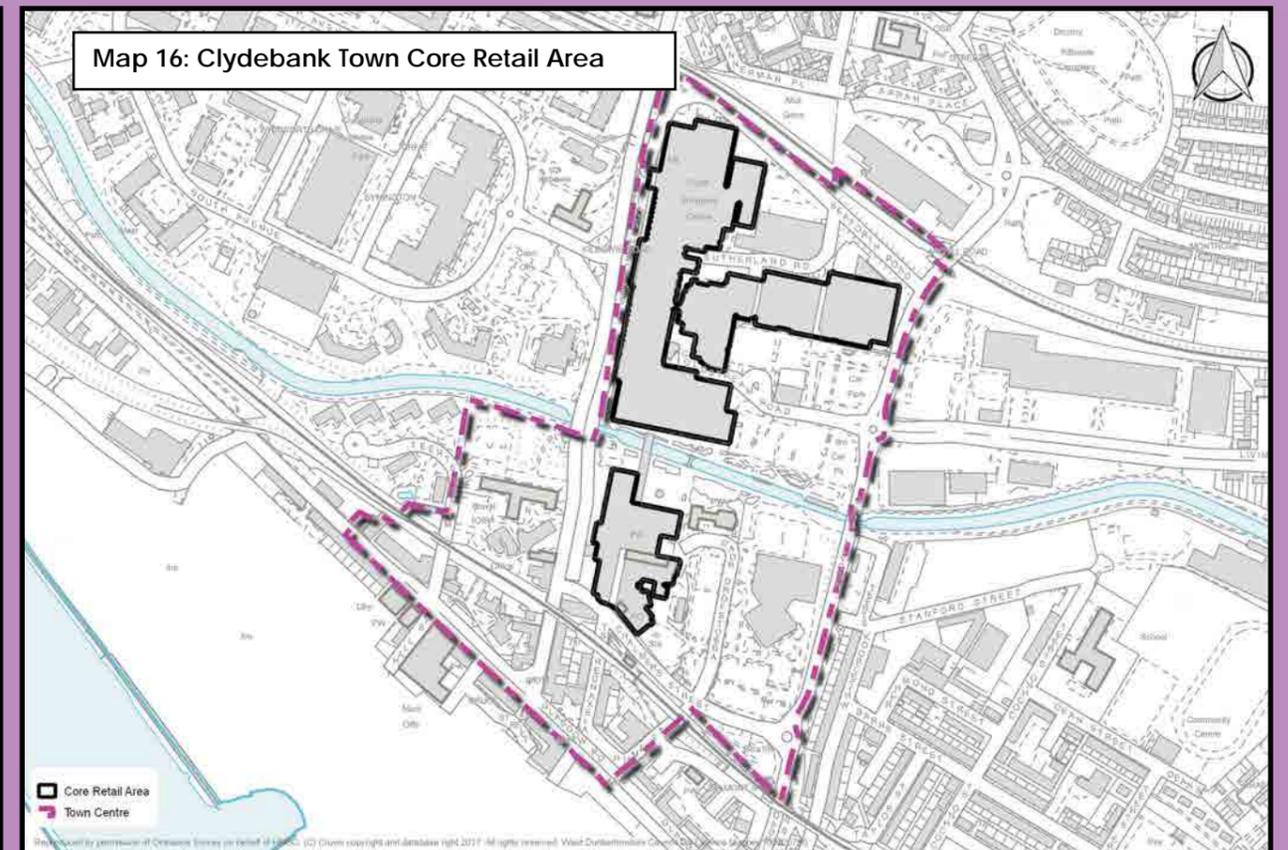
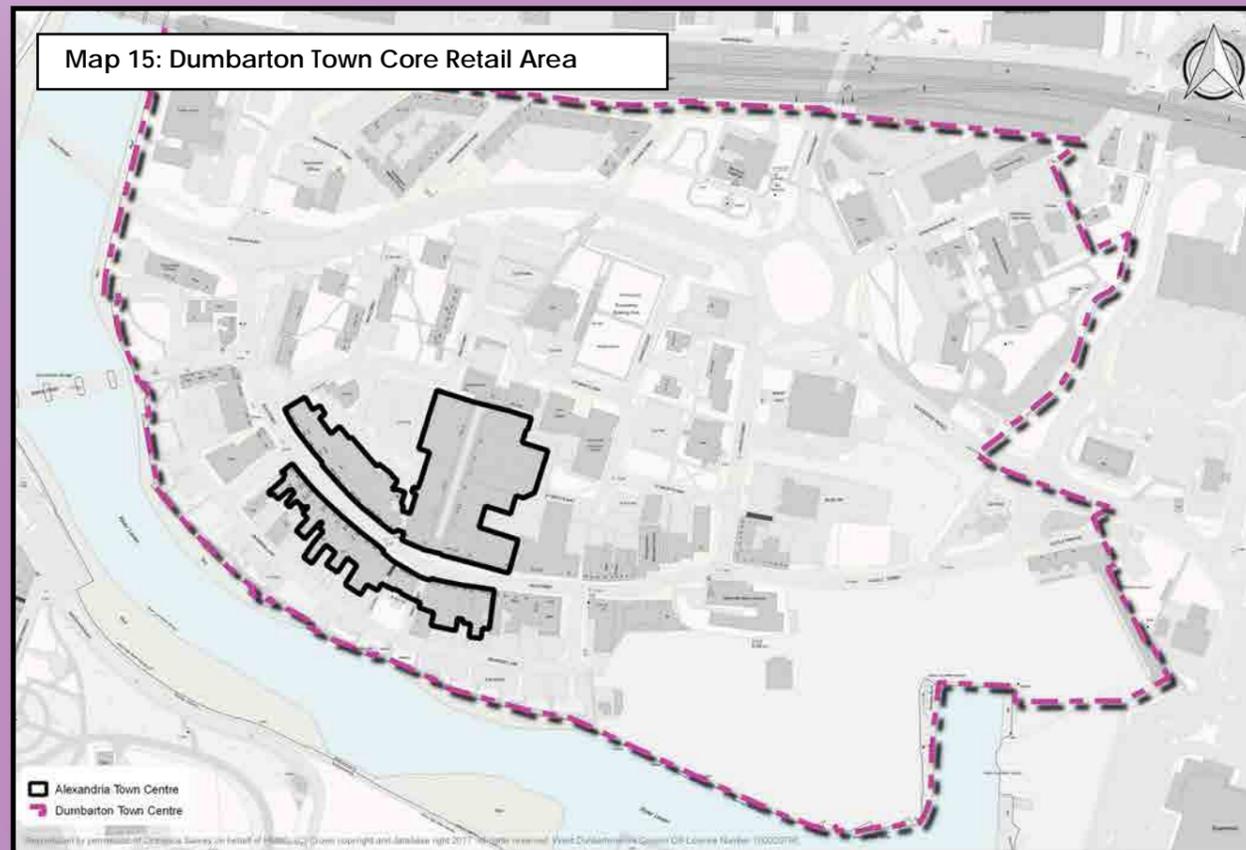


### Does the current approach to retail require to change?

Scottish Planning Policy indicates town centres should be flexible and proactive, enabling a wide range of uses which bring people into the town centre. A mix of uses to support vibrancy, vitality and viability throughout the day and into the evening should be encouraged. It also highlights concerns about the number and clustering of some non-retail uses, such as betting shops and pay day loan shops in some town centres. Where a town centre strategy indicates that further provision of particular activities could undermine the character and amenity of centres or the well-being of communities, plans should include policies to prevent such an over-provision and clustering.

Planning guidance was recently agreed in relation to betting shop and pay day lender uses within the retail cores of Clydebank and Dumbarton. It offers guidance on how the relevant parts of the development plan should be applied when assessing proposals for pay day lending and betting shop uses, along with evidence in relation to the impact of such uses on town centres and community wellbeing. Recent legislative changes now require any changes of use to betting shop or payday lender to require the benefit of planning permission. As the role and function of town centres change with modern influences, there are other uses such as cafes and restaurants which are complimentary to a town centre and can help to increase footfall.

Therefore, through the preparation of Local Development Plan 2, there is an opportunity to reconsider the position in relation to proposals for other non-retail uses within the town centres and how best to encourage a better mix of uses to the benefit of the wider town centre.



## What is the Main Issue?

The Main Issue is exploring whether the Council should revise its approach to non-retail uses within Clydebank and Dumbarton town centres.



## Preferred Option

The retail core policy applicable to Clydebank and Dumbarton town centres should be less restrictive towards uses which are considered as being suitable for a vibrant town centre, such as cafes and restaurants, dentists, offices for the visiting public. The policy (or similar) should also be in accordance with the provisions of the Pay Day Lending and Betting Shops planning guidance (2016).

This is the preferred option as it will encourage a mix of suitable town centre uses whilst also allowing protection against over-provision/clustering of uses, such as pay day lending and betting shops.



### Question 21:

What approach should the Council take when considering non-retail (Class 1) uses within the town centres? Do you have any other suggestions that you think the Council requires to look at regarding uses within the town centres?



## Alternative Option 1

This alternative option proposes that the existing retail core policy, which currently requires further (criteria-led) assessment of all non-Class 1 proposals within the identified ground floor units of the retail core, is retained.

This option is not preferred. It does not actively encourage support for a further mix of suitable town centre uses which could affect the attractiveness of the town centres as shopping destinations. This may be seen as a barrier to potential occupiers and make the town centres less favourable locations. This approach could also discourage the occupancy of vacant units, which is particularly an issue for Dumbarton town centre as it has the highest vacancy rate of the three town centres within West Dunbartonshire.

## Alternative Option 2

This alternative option proposes the removal of the retail core policy and to have no policy restrictions in order to retain Class 1 uses within the town centres.

This option is not preferred. Complete removal of the policy and consideration of the recent planning guidance may risk an over-provision/clustering of less favourable uses, such as betting offices and pay day loan shops, to the detriment of the town centres.



### Question 22:

Should this approach be extended to include Alexandria town centre? If you think it should please explain your reasons why.



# Chapter 4: Climate Change and Green Infrastructure

## Climate Change: Heat Generation

The Scottish Government released a Heat Policy Statement in 2015, which sets out the future policy direction for addressing heat. The statement outlines the challenges facing Scotland and sets out the Scottish Governments priorities, which are:

- Largely decarbonise its heat system by 2050, to reduce greenhouse gas emissions;
- Diversify its sources of heat generation and supply to reduce our reliance on fossil fuels and therefore support a resilient heat supply;
- Reduce the pressure on household and business energy bills through reducing heat demand and providing affordable heat, in particular supporting the fuel poor; and
- Seize the sizeable economic opportunities that this transformation offers through the development of new heat generation, distribution and demand reduction programmes.



## Fuel Poverty

Fuel poverty is a UK wide issue and the Scottish Government spent £119 million in 2015/16 towards making thousands of homes warmer and cheaper to heat, which has helped to mitigate the rise in fuel poverty. The majority of this funding is provided through the Scottish Government's Home Energy Efficiency Programmes for Scotland, which will also help to lever in additional investment to tackle fuel poverty, reduce carbon emissions and support jobs.

The Scottish Government's Sustainable Housing Strategy (2013) set out a route-map to 2030 which seeks to provide warm, high quality, affordable, low carbon homes and identifies a number of actions that will help deliver this vision, including the Home Energy Efficiency Programmes for Scotland, the role of energy efficiency standards and the need for a wider market transformation, so that people recognise the benefits of energy efficiency and value it.

The drive to provide alternative forms of heat generation and district heat networks, ultimately through low carbon or sustainable means, will help to provide alternative and cheaper sources of heat which will help towards the eradication of fuel poverty.

There has been one Main Issue identified in relation to Climate Change: Heat Generation which is:

Number	Main Issue
17	Heat Generation and Heat Networks

### Why is heat energy an important issue?

Heat is at the core of Scotland’s energy system and is the biggest element of our energy use and largest source of our emissions. The Climate Change (Scotland) Act 2009 introduced targets and legislation to reduce Scotland’s CO2 emissions by at least 80% by 2050.

In response to this and aiming to achieve these goals, the Scottish Government released a Heat Policy Statement in 2015, setting out future policy direction for addressing the heat system – how we use it (heat demand and its reduction); how we distribute and store it (heat networks and heat storage); and where our heat comes from (heat generation).

The Scottish Government’s ambition is to achieve 1.5 TWh of Scotland’s heat demand to be delivered by district or communal heating and to have 40,000 homes connected by 2020.

The Scottish Government also remains committed to eradicating fuel poverty and, as identified above, has set aside significant funding to help to tackle the issue of fuel poverty. As a result, the drive to provide alternative forms of heat generation and district heat networks, through sustainable means, will help to provide alternative and cheaper sources of heat which will help towards the eradication of fuel poverty.



### What are Local Development Plans encouraged to do?

Scottish Planning Policy outlines that Local Development Plans should use heat mapping to identify the potential for co-locating developments with a high heat demand, such as high density developments, hospitals, schools, leisure centres and heat intensive industry with sources of heat supply, which may include industrial waste heat, water sourced heat and heat storage systems.

Local development plans should support the development of heat networks in as many locations as possible, even where they are initially reliant on carbon-based fuels if there is potential to convert them to run on renewable or low carbon sources of heat in the future. Local development plans should also identify where heat networks, heat storage and energy centres exist or would be appropriate and include policies to support their implementation.

The Proposed Plan (2016) supports the use of heat mapping and the potential for heat networks and that the Plan would bring forward supplementary guidance if necessary. No supplementary guidance has been produced and the Council will review the approach to the provision of Heat Generation and Networks through Local Development Plan 2.



### What progress has the Council made?

The Council has committed £6 million to the development of a District Heating Network at Queens Quay and it has received an additional £6 million of match funding via the Scottish Government’s Low Carbon Infrastructure Transition Programme, thereby totalling a £12 million investment. This new heat network will utilise Water Source Heat Pumps to extract heat from the River Clyde which runs along the southern side of this site: a form of low carbon heat. Heat supplied to the network will contribute to the Scottish Government’s target of 11% of heat demand from renewable sources by 2020.

All new homes built on the site will benefit from the District Heating Network and it will be able to provide an alternative heat source to a number of public buildings including the college, new leisure centre, new care home and health centre, council’s offices, town hall and library. There is also potential to extend the

District Heating Network to connect to the Golden Jubilee National Hospital.

The Council, in conjunction with the Scottish Government via the Low Carbon Infrastructure Transition Programme has a joint funded District Heating feasibility study underway for all of the 19 multi-storey flat blocks. This survey will assess and recommend an appropriate strategic approach to developing District Heating schemes to supply these properties with alternative heating options. This is intended to lower fuel costs to tenants and owners, providing more efficient heating system and contributing to lower carbon consumption.

Additionally, Clydebank Housing Association currently operates a gas Combined Heat and Power district heating network supplying 7 multi storey flats.

## How will heat energy be taken forward in Local Development Plan 2?

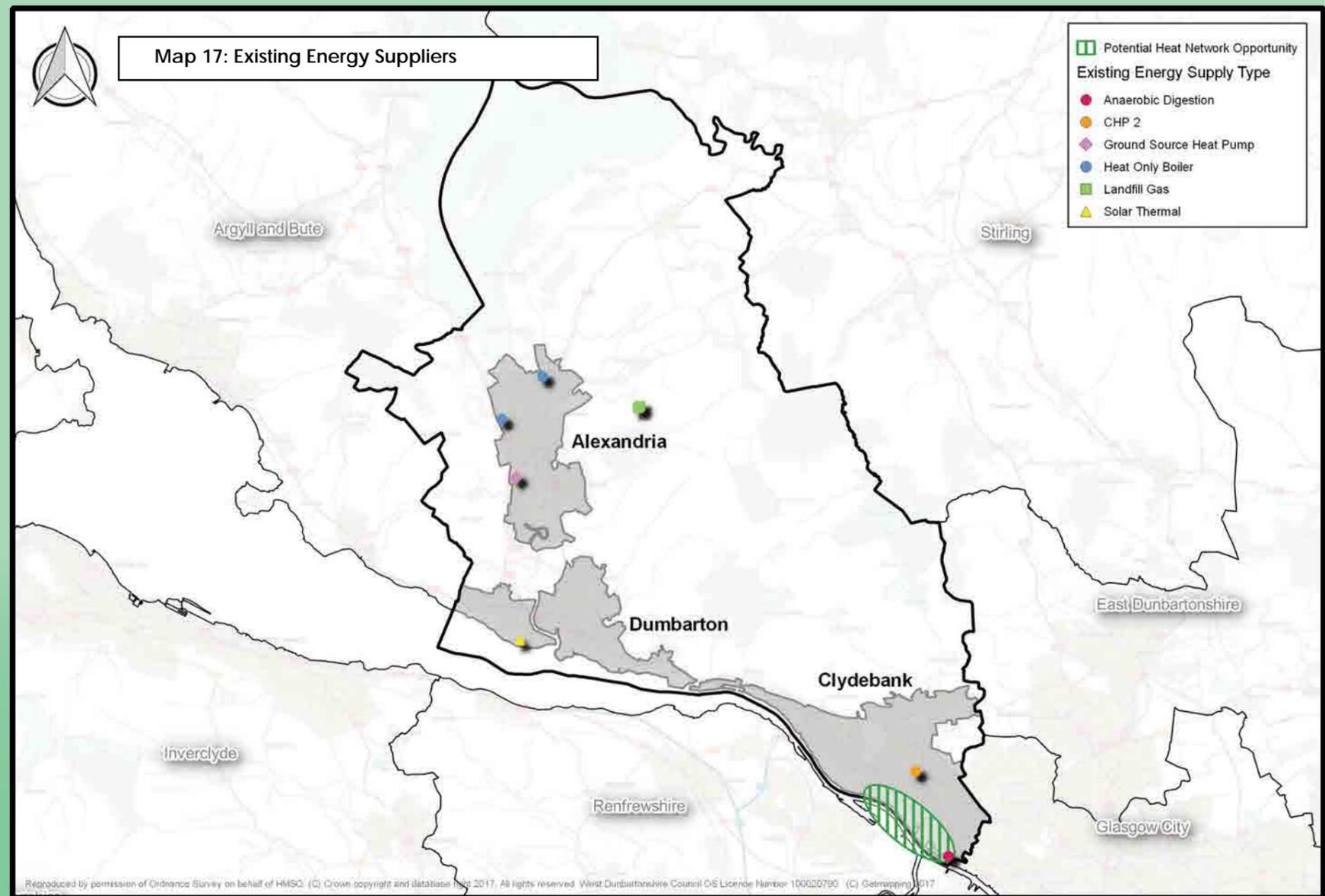
It is proposed that Local Development Plan 2 will contain a heat network opportunity map, to comply with the requirements of Scottish Planning Policy, with a requirement for applications for significant development within opportunity areas highlighted on the map to consider the feasibility to create or link into heat networks. Queens Quay for example would be an area where there is the opportunity for surrounding developments to link into the District Heating Network and to extend this out further to existing and planned developments.

Where development of a heat network is not viable, other smaller-scale measures could be taken such as using heat recovery technologies within or associated with individual properties.

Map 17 illustrates the existing energy suppliers within West Dunbartonshire and identifies where there is a potential heat network opportunity within Queens Quay.

## What is the Main Issue?

The Main Issue explores how Local Development Plan 2 can contribute towards achieving the Scottish Government's targets in relation to heat as set out in previous paragraphs.



## Preferred Option

Using the Scottish Government's heat mapping, the Council will investigate opportunity areas where significant developments, such as large scale housing, within such areas should create or link into heat networks. New developments within this area should consider connection to, or creation of, a new heat network. Developers must provide detailed reasoning and financial costings to support why connection to or creation of a new heat network is not viable.

From this investigation, the Council will seek to introduce a policy within Local Development Plan 2 to support this and indicate what measures may be required both now and in the future if creating/linking into a heat network is not possible. Consideration will be given to providing Supplementary Guidance if necessary.

This option is preferred as it is considered to help support Scottish Government and Council targets.



## Alternative Option

All new developments must create or link into heat networks, regardless of scale or location. This is not the preferred option. Although it would tie in with national targets, it has the possibility of restricting development where it may not be viable and may therefore impact on the delivery of development.



## Question 23:

**What approach should the new Local Development Plan take in contributing towards the Scottish Government's targets for decarbonisation of our energy system and provision of District Heat Networks?**

**Do you agree with the Council's preferred option or do you have alternative suggestions that the Council should consider instead?**





## Green Infrastructure

National Planning Framework 3 aims to significantly enhance green infrastructure, particularly in and around cities and towns. Scottish Planning Policy provides more detail on the Scottish Government's aims in this regard and seeks to protect, enhance and promote green infrastructure as an integral part of creating successful places.

**Main Issue 11** in Chapter 2: Delivering Our Changing Places discusses the Green Network and the Kilpatrick Hills, both of which significantly contribute to the Green network within West Dunbartonshire.

However, through the Call for Sites, areas of land were suggested for change of use to allotments/community gardens. Scottish Planning Policy states that Local Development Plans should safeguard existing and potential allotments sites to ensure that there is land available to meet the Council's statutory duty to provide allotments where there is a proven demand. Scottish Planning Policy also states that Local Development Plans should encourage opportunities for a range of community growing spaces.

There is a demand for allotments/community gardens within West Dunbartonshire and since areas of land for new allotments were suggested by the community, these requests must be considered as part of enhancements to green infrastructure and the Green Network within Local Development Plan 2.

There has been one Main Issue identified in relation to green infrastructure which is:

Number	Main Issue
18	Green Infrastructure: Allotments/Community Gardens

### What is the Current Demand for Allotments in West Dunbartonshire?

Within West Dunbartonshire there are a number of allotment sites which provide local residents with the opportunity to grow their own food. Most of these sites are located on Council-owned land, although only two, Castlegreen Street and Round Riding Road, both Dumbarton, are both owned and managed by the Council. There are two privately managed sites in Clydebank at Dalmuir and Bannerman Street. In addition, there are a number of community allotments/gardens across the Council area. At present there are 155 people on the waiting list with a waiting time of 7 years.

Therefore, within West Dunbartonshire there is a demand for new allotments/community gardens and this was evident as sites were suggested to the Council, through the Call for Sites process, for allocation as an allotment/community garden. The Council is also currently looking at options for new allotments sites.



### What are the benefits of Allotments/Community Gardens?

Allotments/community gardens have health, social and environmental benefits. They provide the opportunity for a healthy active lifestyle throughout the year, as well as being socially inclusive and providing opportunities for interaction with other people.

The use of an allotment/community garden provides:

- cardio-vascular exercise, and promotes mental health and well-being through connections with nature;
- decreasing feelings of isolation due to the increased social interaction; and
- provides lifelong learning. Ultimately, the produce that is grown in allotments/community gardens also encourages healthy eating and nutrition.

Allotments/community gardens have a significant role to play in the protection and promotion of biodiversity due to the number of plants, such as fruit trees and bushes, which also attract insects and pollination of plants.

There are benefits to the communities and place-making as allotments/ community gardens:

- help to provide and create good quality and attractive green spaces within settlements;
- can be used as buffer zones for development, especially within areas with a high density of buildings;
- can be a great community asset and can also encourage social enterprise through the sale of surplus fruit and vegetables to the local community;
- can be used to educate children and older people to learn about the benefits of gardening and, where appropriate, also being part of a social enterprise; and
- can help to transform derelict sites by bringing them in temporary use within communities, which will help to improve the attractiveness of the area.

### Why are allotments required to be provided?

Under the Community Empowerment (Scotland) Act 2015 local authorities are required to take reasonable steps to provide allotments if waiting lists exceed certain trigger points, including any person remaining on the list for a continuous period of more than 5 years. Under the Act, local authorities are also required to develop a food growing strategy for their area, including identifying land that may be used as allotments and identifying other areas of land that could be used by a community for the cultivation of vegetables, fruits, herbs or flowers. Allotments, along with other areas of greenspace such as sports pitches, play areas and cemeteries, make an important contribution to the green network.

Scottish Planning Policy requires Local Development Plans to ensure that there is land available for allotments/community gardens where there is a proven demand.



### What is the Main Issue?

The Main Issue considers if new sites for allotment/community gardens should be allocated within the plan.



### Preferred Option

The Council will seek to allocate new sites for allotments/community gardens within areas of demand in West Dunbartonshire. The sites suggested through the Call for Sites will be considered against other areas of land with potential for allotment/community garden uses. The Council will also include a new policy or requirement to ensure that new residential developments, especially Affordable Housing developments, give due consideration to including an area of an allotment/community garden for use by the residents and potentially the wider community.

### Alternative Option

The Local Development Plan will safeguard existing allotments/community gardens within West Dunbartonshire but will not allocate new sites. This is not the preferred option as it would not comply with legislation or Scottish Planning Policy as the Council would not be fulfilling its duty to take reasonable steps to provide allotments after the trigger points in legislation have been reached.



#### Question 24:

Do you agree that the Council should allocate new allotments/community gardens within areas where there is demand for their provision?



#### Question 25:

Apart from the sites already suggested to the Council at Braehead Primary School, Dumbarton; land to the rear of Millburn Crescent, Douglas Road and Crosslet Road, Dumbarton and the former Distillery Site, Bowling; are there any other sites or areas of land that the Council should consider for use as an allotment/community garden?



#### Question 26:

Do you agree that there should be a new policy or requirement to ensure that new residential developments provide land for an allotment/community garden? Or are there any other approaches that you think the Council should consider instead to ensure that new allotments/community gardens are provided?



# Chapter 5: Review of Development Sites

As part of the preparation of Local Development Plan 2, the Main Issues Report has undertaken a review of the allocated sites within the Proposed Plan (2016). It is important to undertake such a review to ensure that all the sites allocated with the plan are still appropriate and can be delivered within the plan period. This full review of the allocated sites is contained within the Development Opportunities Review which forms a Background Report to this Main Issues Report. A summary of this review is provided within this chapter and details the following:

- Proposed new allocations;
- Summary of the Call for Sites;
- Proposed change of site allocation; and
- Sites proposed for deallocation.



## Question 27:

**Do you agree with the proposed new allocations or are there any other sites which you wish the Council to consider for allocation within the Plan?**

## 1. New Allocations proposed for inclusion within Local Development Plan 2

The proposed new allocations are development sites which have been granted planning permission since the Proposed Plan (2016) was prepared or have been brought forward as a result of changes in the Council's schools and care homes estate. The table below details the new allocations.

Site	Town	LDP	Proposed LDP2
Creuval Court	ALEXANDRIA	Existing neighbourhood	Affordable housing opportunity
Carrochan Road	BALLOCH	Existing neighbourhood	Affordable housing opportunity
Former Highdykes PS	BONHILL	Existing neighbourhood	Private housing opportunity
Hamilton Street	CLYDEBANK	Existing business and industry	Business and industry opportunity
West of Garth Drive	CLYDEBANK	Leisure	Business and industry opportunity
Second Ave/Singer St	CLYDEBANK	Existing neighbourhood	Affordable housing opportunity
Cochno Waterworks	CLYDEBANK	Greenbelt	Private housing opportunity
Radnor Park Hotel	CLYDEBANK	Existing neighbourhood	Private housing opportunity
East Barns Street	CLYDEBANK	Existing neighbourhood	Private sector opportunity
Carrick Terrace/Hawthornhill Road	DUMBARTON	Existing neighbourhood	Affordable housing opportunity
Langcaigs Care Home	DUMBARTON	Existing neighbourhood	Care Home opportunity/private housing opportunity
Our Lady and St Patricks High School	DUMBARTON	Existing neighbourhood	Private housing opportunity
Crosslet Estate	DUMBARTON	Existing neighbourhood	Private housing opportunity
Talisman Avenue	DUMBARTON	Existing neighbourhood/open space	Affordable housing opportunity
Milldam Road	FAIFLEY	Existing neighbourhood	Private housing opportunity
Haldane PS	HALDANE	Existing neighbourhood	Mixed housing opportunity
Hillview	MILTON	Open Space	Private housing opportunity
Ashtree Court	OLD KILPATRICK	Existing neighbourhood	Private housing opportunity

## 2. Review of the Call for sites

The table below provides the conclusion of the Council's assessment of the sites which have been suggested through the Call for Sites process. The Background Report on Potential New Housing Sites provides full details the Council's assessment of the 12 housing sites suggested.

Site	Town	Call for sites proposal	LDP2 preference
Auchenreoch Muir	ALEXANDRIA	Wind energy site	Needs to be considered further in relation to detail of development and assessed against updated renewable energy policy.
Overtoun Road	ALEXANDRIA	Residential	Not supported as it is open space, and delivering a successful layout here would be difficult to achieve.
Bonhill Quarry	BONHILL	Residential	This is a brownfield site that has already had the benefit of planning permission, but additional information is required to demonstrate if the site can be delivered within time period stated.
Littlemill Distillery Ph 3	BOWLING	Allotments(on rental basis)	This site will be assessed with other areas with potential for allotments.
Beardmore Place	CLYDEBANK	Private residential proposal with improved open space	Supported. This would finish off the development in this area and provide enhanced green network assets.
Clydebank Health Centre	CLYDEBANK	Residential	Supported. Infill site in predominantly residential area.
Hardgate Health Centre	CLYDEBANK	Residential	Supported. Infill site in predominantly residential area.
Strauss Avenue	CLYDEBANK	Residential/small scale commercial/open space	Supported. Limited development here would enable improvements to the remaining open space and help animate the canal.
Young's Farm	DUMBARTON	Relocation of stadium and enabling residential development	The residential element of this proposal is not supported as there is no requirement for large scale greenfield release and the site is not well integrated with the rest of the town.
Castle Road	DUMBARTON	Mixed development including key elements of Charrette vision and residential.	This would be supported in principle, but only when the replacement stadium has been built.
Lomondgate Business Park GE1(6)	DUMBARTON	Greater flexibility in proposed uses e.g. large single user or commercial leisure	Supported on part of the site to allow a wider range of uses in order to encourage development.
Lomondgate Roadside Services GE3	DUMBARTON	Destination commercial centre	Not supported, as the current approach has been successful in attracting development.
Dumbuckhill	DUMBARTON	Residential	Not supported as there is no requirement for large scale greenfield release and it would have significant adverse landscape impact.
St James Retail Park Phase 1	DUMBARTON	Smaller scale units including Class 1 and 2 and/or leisure development	Agreed with proposer that this is not specifically a Call for Sites issue.
St James Retail Park Phase 2	DUMBARTON	No change to current permission	Agreed with proposer that this is not specifically a Call for Sites issue.
Townend Road	DUMBARTON	Allotments/community gardens	This site will be assessed with other areas with potential for allotments.
Faifley Bowling Club	FAIFLEY	Residential	Not supported as community use is preferred.
Dumbain Crescent	HALDANE	Mixed residential	Supported. The release of this site would strengthen the Green belt boundary and provide a mixed tenure development.
Former waterworks, Carman Road	RENTON	Residential/environmental improvement	Supported. Small scale development here would result in the environmental improvement of a derelict site.



### Question 28:

**Do you agree with the Council's assessment of the sites suggested through the Call for Sites?**

**If not, can you explain your reasons why?**



### 3. Existing development opportunities where a new designation is proposed

The following sites are still proposed as development opportunities, but it is suggested that the sites are reallocated to other uses, as detailed in the table below:

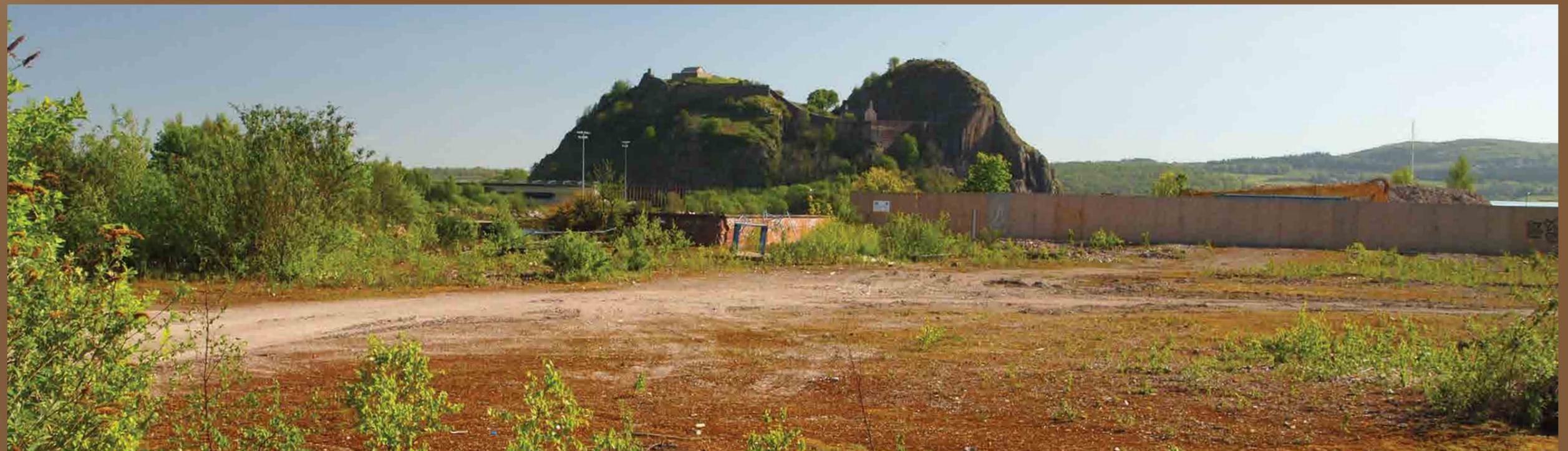
Table 3 – Sites proposed for reallocation to other uses			
Site	Town	LDP	Proposed LDP2
Castle St West/East	DUMBARTON	Private and affordable housing and mixed use development	Private and affordable housing and retail. Reflects recent applications.
Graham Avenue	CLYDEBANK	Private housing opportunity BC2(31)	Affordable housing opportunity. Reflects recent permission.
Former Transfer Station	DALMUIR	Private housing opportunity BC2(35)	Affordable housing opportunity. Reflects aspiration of Housing Association.
Cable Depot Road	CLYDEBANK	Private housing opportunity BC2(36)	Private housing and/ or business opportunity. Reflects Main Issue 1.
St Andrews School	CLYDEBANK	Private and affordable housing opportunity BC2(37) & (64)	Affordable housing opportunity. Reflects WDC proposal.
Braidfield School	CLYDEBANK	Private and affordable housing opportunity BC2(38) & (65)	Private housing opportunity. Reflects WDC proposal



#### Question 29:

**Do you agree with the proposed reallocation of sites?**

**Are there any other sites which you wish the Council to consider for re-allocation to an alternative use within the Plan?**



#### 4. Sites which are proposed to be de-allocated from Local Development Plan 2

These sites are proposed to be de-allocated from Local Development Plan 2 as they are no longer considered to be development opportunities. Many of these sites have been built or are currently under construction. However, an

assessment has been made of the deliverability of all remaining development opportunities and those which are no longer considered likely to be developed are to be de-allocated from Local Development Plan 2.

**Table 4 – Sites proposed for de-allocation from Local Development Plan 2**

Site	Town	LDP	Proposed LDP2
Wilson Street	ALEXANDRIA	Private housing opportunity BC2(2)	Existing business and industry. Reflects existing use. Long leases mean that change of use is not possible within plan period.
34 Burn Street	BONHILL	Private housing opportunity BC2(5)	Existing neighbourhood. Previous permission has lapsed and existing business on site.
Lomondgate Ph2	DUMBARTON	Private housing opportunity BC2(11)	Existing neighbourhood. Built
Mary Fisher Crescent	DUMBARTON	Private housing opportunity BC2(13)	Existing neighbourhood. Built
Garshake Waterworks north	DUMBARTON	Private housing opportunity BC2(15)	Greenbelt. Support unit built.
Pinetrees	DUMBARTON	Private housing opportunity BC2(16)	Existing neighbourhood. Developed for business use.
Shed 7 Castle Road	DUMBARTON	Private housing opportunity BC2(17)	Existing neighbourhood with foreshore buffer to south. Under construction.
Crosslet House	DUMBARTON	Private housing opportunity BC2(20)	Existing neighbourhood. Care Home built.
Milton Brae	MILTON	Private housing opportunity BC2(21)	High quality open space. Deallocated because no progress.
Lusset Glen	OLD KILPATRICK	Private housing opportunity BC2(22)	Existing neighbourhood. Permission has lapsed and no progress.
William Street	DUNTOCHER	Private housing opportunity BC2(25)	Existing neighbourhood. Permission has lapsed and ownership changed.
Clydebank College	CLYDEBANK	Private housing opportunity BC2(29)	Existing neighbourhood. Built.
John Knox Street	CLYDEBANK	Private housing opportunity BC2(32)	Existing neighbourhood. Permission has lapsed and existing business on site.
834 Dumbarton Road	CLYDEBANK	Private housing opportunity BC2(33)	Existing neighbourhood. Permission has lapsed and existing business on site
St Eunan's School	CLYDEBANK	Private and affordable housing opportunity BC2(39) & (66)	Open space. Undevelopable.
Miller Avenue	HALDANE	Affordable housing opportunity BC2(40)	Existing neighbourhood. Built
Kippen Dairy	ALEXANDRIA	Affordable housing opportunity BC2(41)	Existing neighbourhood. Built
Leven Cottage	ALEXANDRIA	Affordable housing opportunity BC2(42)	Existing neighbourhood. Built
Susannah Street	ALEXANDRIA	Affordable housing opportunity BC2(43)	Existing neighbourhood. Built
Golfhill Drive	BONHILL	Affordable housing opportunity BC2(45)	Existing neighbourhood. Permission has lapsed and site landscaped.
Croft St/Raglan St	BONHILL	Affordable housing opportunity BC2(47)	Open space. Has been allocated for many years and no progress due to ownership and ground condition constraints.
Village Square	RENTON	Affordable housing opportunity BC2(49)	Existing neighbourhood. To be developed as Housing Association offices.
John Street depot	RENTON	Affordable housing opportunity BC2(50)	Existing neighbourhood. Built

Site	Town	LDP	Proposed LDP2
Valeview Terrace	DUMBARTON	Affordable housing opportunity BC2(51)	Open space. Permission has lapsed and no progress.
Auchenreoch Avenue	DUMBARTON	Affordable housing opportunity BC2(52)	Existing neighbourhood. Built
Pennicroft Avenue	DUMBARTON	Affordable housing opportunity BC2(53)	Existing neighbourhood. Built
Dalreoch Quarry North	DUMBARTON	Affordable housing opportunity BC2(56)	Open space. No progress despite allocation in Proposed Plan.
Hill Street	DUMBARTON	Affordable housing opportunity BC2(57)	Existing neighbourhood. Built
Townend Road	DUMBARTON	Affordable housing opportunity BC2(58)	Existing neighbourhood/or allotments, depending on assessment of sites for the latter.
Beardmore Place	DALMUIR	Affordable housing opportunity BC2(60)	Existing neighbourhood. Built
Granville Street	CLYDEBANK	Affordable housing opportunity BC2(67)	Existing neighbourhood. Built
Stirling Road	BONHILL	Private housing opportunity BC2(71)	Existing neighbourhood. Under construction.
Islay Kerr House	DUMBARTON	Private housing opportunity BC2(75)	Existing neighbourhood. Built.
Dumbarton Road	BOWLING	Private housing opportunity BC2(77)	Existing neighbourhood. Built
Rothesay Dock	CLYDEBANK	Private housing opportunity BC2(82)	Existing business and industry. To reflect existing use.
Heather Avenue	ALEXANDRIA	Care Home opportunity BC3(1)	Existing neighbourhood. Built
Lomondgate Area 4	DUMBARTON	Sheltered housing opportunity BC3(2)	Existing neighbourhood. Built
Howatshaws Road	DUMBARTON	Bellsmyre primary schools shared campus BC5(2)	Existing neighbourhood. Built
Garshake Road	DUMBARTON	Cemetery BC5(3)	Greenbelt. Developed, but appropriate use in Greenbelt.
Auchentoshan	CLYDEBANK	Kilpatrick Schools rebuild BC5(4)	Greenbelt. Developed, but appropriate use in Greenbelt.
Queens Quay	CLYDEBANK	Leisure Centre BC5(5)	Existing neighbourhood. Built
Boulevard	CLYDEBANK	Special Needs Care Centre BC5(6)	Greenbelt. No progress made.
Castle Street	DUMBARTON	Civic Quarter opportunity	Change to existing town centre. Under construction
Vale of Leven IE	BONHILL	Business and industry opportunity GE1(1)	Existing business and industry. Built
Dennyston Forge	DUMBARTON	Business and industry opportunity GE1(7)	Existing business and industry. Under construction
Clydebank Business Park	CLYDEBANK	Business and industry opportunity GE1(8)	Existing business and industry. Built
Clyde Gate	CLYDEBANK	Business and industry opportunity GE1(11)	Existing business and industry. Built



**Question 30:**

Do you agree with the proposed de-allocation of these sites?

If not, can you detail your reasons why they should remain in the plan?





#### CONTACT DETAILS

Planning and Building Standards  
Council Offices  
Aurora House  
3 Aurora Avenue  
Clydebank G81 1BF  
Telephone: 0141 951 7948  
Email: [ldp@west-dunbarton.gov.uk](mailto:ldp@west-dunbarton.gov.uk)

#### OTHER FORMATS

This document can be made available on request in alternative formats such as large print, Braille, audio tape or computer disc as well as in five community languages.

本文件也可應要求，製作成其他語文或特大字體版本，也可製作成錄音帶。

अनुरोध पर यह दस्तावेज़ अन्य भाषाओं में, बड़े अक्षरों की छपाई और सुनने वाले माध्यम पर भी उपलब्ध है

ਇਹ ਦਸਤਾਵੇਜ਼ ਹੋਰ ਭਾਸ਼ਾਵਾਂ ਵਿਚ, ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਅਤੇ ਆਡੀਓ ਟੇਪ 'ਤੇ ਠਿਕਰਾਫ਼ ਹੋਇਆ ਵੀ ਮੰਗ ਕੇ ਲਿਆ ਜਾ ਸਕਦਾ ਹੈ।

درخواست پر یہ دستاویز دیگر زبانوں میں، بڑے حروف کی چھپائی اور سننے والے ذرائع پر بھی میسر ہے۔

هذه الوثيقة متاحة أيضا بلغات أخرى والأحرف الطباعية الكبيرة وبطريقة سمعية عند الطلب.