

WEST DUNBARTONSHIRE
**Local Development
Plan 2**
Monitoring Statement



April 2017

INTRODUCTION

This Monitoring Statement accompanies and informs the publication of the West Dunbartonshire Local Development Plan 2: Main Issues Report (April 2017). It records changes in the physical, economic, social and environmental characteristics of the area and the impact and effectiveness of the policies and proposals of the West Dunbartonshire Local Development Plan (Proposed Plan) (2016). It will also set a baseline for monitoring the West Dunbartonshire Local Development Plan 2.

It considers a period from April 2011, when much of the evidence base informing the Main Issues Report was recorded.

Through consideration of the changing characteristics of the West Dunbartonshire area during this period and an analysis of the impacts of the West Dunbartonshire Local Development Plan's policies and proposals, issues to be addressed in the Local Development Plan 2 have been identified in this statement and incorporated into the Main Issues Report.

Section 1 of this document sets out statistics relating to physical, economic, social and environmental change in the area over 2011-2016 and provides the baseline for monitoring the effectiveness of the Local Development Plan 2.

Section 2 considers the use and effectiveness of the policies and proposals of the Local Development Plan (Proposed Plan) following the structure of that Plan. In relation to each topic the following is considered:

- Changes in the policy framework from 2011-16
- Changes on the ground 2011-2016
- An assessment of the effectiveness of current policies and proposals
- An identification of issues arising from the above analysis

SECTION 1 – Key Statistics

Population and Demographics

- 1.1 The latest population estimate for the West Dunbartonshire Council area was 89,590. Over the last 30 years the population has declined significantly, but the rate of decline has lessened in recent years. Since 2011 there has been a loss of 1,020 persons or -1.12%; in contrast this has been at a time when the Scottish population increased by +1.37% as a result of both higher birth rates and in-migration.

Year	West Dunbartonshire	Scotland
1981	105,801	5,180,200
1991	97,250	5,083,330
2001	93,320	5,064,200
2011	90,610	5,299,900
2012	90,340	5,313,600

2013	89,800	5,327,700
2014	89,710	5,347,600
2015	89,590	5,373,000

Source NRS Mid-Year Estimates

- 1.2 The population is also ageing. Over the last four years there has been a reduction in the number of children and those of working age, but a 2% increase in the number of pensioners. Whilst Scotland as a whole has seen a larger increase in those of pension age, it has also seen increases in the two other age groups as well. The need to retain population of working age who will contribute to a vibrant living and working community is important for West Dunbartonshire. The projected increase in population aged over 75 years will make particular demands on suitable housing and public services.

Age Group	2011	2015	Change
Children	15,994	15,709	-285
Working Adults	59,628	57,987	-1,641
Pensioners	14,988	15,894	+906
Total	90,610	89,590	-1,020

Source: NRS Mid-Year Estimates

Migration

- 1.3 Population change is made up of two main components, natural change, that is births and deaths, and migration, the number of people moving into and out of a region. Trends in birth and death rates tend to be relatively stable and slow to change. Migration rates are more volatile. However, over the last four years there has been an improving trend in terms of net migration in West Dunbartonshire, with the latest figures showing a net gain in terms of overall migration, the first time this has happened since the formation of West Dunbartonshire Council.

	2011-12	2012-13	2013-14	2014-15
Total In migration	2,143	2,170	2,256	2,551
Total Out migration	2,423	2,594	2,354	2,472
Total Net migration	-280	-424	-98	+79

Source: NRS Mid-Year Estimates

Household Estimates

- 1.4 Despite the fall in population, household numbers are continuing to increase modestly, indicating a continuing reduction in overall household size. Households in West Dunbartonshire have increased by 1.1% since 2011, compared with an increase of 2.4% in Scotland as a whole.

Year	West Dunbartonshire	Scotland
1991	38,933	2,042,809
2001	40,768	2,195,033

2011	42,115	2,376,424
2012	42,106	2,387,211
2013	42,097	2,401,788
2014	42,353	2,418,335
2015	42,571	2,433,956

Source NRS Household Estimates

Housing Stock by Council Tax Band

- 1.5 The total housing stock in West Dunbartonshire has increased by 682 since 2011, and currently stands at 45,155 houses. Although there are only a small number of houses in the highest bands G and H, these continue to see a significant percentage increase over time.

Council Tax Bands	A and B	C and D	E and F	G and H	Total
2011	25,215	12,961	5,669	628	44,473
2016	24,936	13,324	6,061	834	45,155

Source: Council Tax Live Bands from Dunbartonshire and Argyll and Bute Valuation Joint Board

House Completions

- 1.6 Since 2011, a total of 1,206 new dwellings have been built in West Dunbartonshire, 939 in Dumbarton and the Vale of Leven and 267 in Clydebank. The low number of new private houses in Clydebank is of particular concern, but should be addressed when development at Queens Quay comes on stream.
- 1.7 The private sector provided 756 or almost two-thirds of these new dwellings, all being built on brownfield land. Private completions over the last five years have shown an average of 150 units per annum, below the previous 10 year average of 190 pa, and failing to meet the housing supply target of 250pa.
- 1.8 In the last 5 years, 450 social rented houses have been built in West Dunbartonshire, all on brownfield land too. This is comparable with the previous ten year average and more than the housing supply target of 70 pa. West Dunbartonshire has started to build new Council houses during this period, completing 121 new social rented houses in the last three years.

Completions	2011-12	2012-13	2013-14	2014-15	2015-16
Dumbarton and the Vale of Leven					
Private	107	137	142	138	123
Social Rented	158	13	15	69	37
Total	265	150	157	207	160
Clydebank					
Private	12	6	12	70	9

Social Rented	0	38	33	33	54
Total	12	44	45	103	63
West Dunbartonshire					
Private	119	143	154	208	132
Social Rented	158	51	48	102	91
Total	277	194	202	310	223

Source: WDC Housing Land Audits

Housing Land

- 1.9 At April 2016 there was land identified which could provide almost 4,600 private houses. The private established land supply has had an average capacity of around 4,700 over the last 5 years. In Clydebank, the entire land supply is previously developed land, reflecting the capacity within the urban area for regeneration and renewal. In Dumbarton and the Vale of Leven 88% of the supply is on brownfield sites. These percentages have increased over the last 10 years, as greenfield sites have been replaced with more sustainable brownfield land. However the release of two greenfield sites in Dumbarton and the Vale of Leven in the Local Development Plan has increased the greenfield supply to 12% of the established land supply.

Established Private Sector Land Supply	2,012	2013	2014	2015	2016
Dumbarton and the Vale	2,368	2,366	2,513	2,458	2,497
Clydebank	2,368	2,294	2,373	2,238	2,097
West Dunbartonshire	4,731	4,660	4,886	4,696	4,594

Source: WDC Housing Land Audits

- 1.10 In terms of the effective land supply, it has remained remarkably steady over the last five years, albeit at a lower level than in the past, reflecting a reduced level of programming since the recession. The current effective supply is 1,774 units and this has been audited and agreed with the housebuilding industry via Homes for Scotland. It illustrates that there is sufficient effective land to be able to meet the housing supply targets. The effective supply stands at less than 40% of the established land supply, indicating that there is still significant capacity in the existing land supply to meet future demands. 92% of the current effective land supply is on brownfield sites.

Effective private sector land supply	2012	2013	2014	2015	2016
Dumbarton and the Vale	1,207	1,161	1,162	1,023	1,114
Clydebank	628	674	596	751	660

West Dunbartonshire	1,835	1,835	1,758	1,774	1,774
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Source: WDC Housing Land Audits

- 1.11 The land supply allocated for social rented housing is also quite steady at around 780. However, social rented completions are primarily influenced by the availability of public finance. In order to secure the availability of finance, the Council now works with the Wheatley Group as their strategic housing partner, has secured funding to establish their own new build programme and are benefitting from additional Government funding. The effective supply is more than adequate to meet the annual housing supply target.

Effective social rented land supply	2012	2013	2014	2015	2016
Dumbarton and the Vale	384	476	410	342	461
Clydebank	336	350	405	380	344
West Dunbartonshire	720	826	815	722	805

Source: WDC Housing Land Audits

House Prices

- 1.12 Over the last 5 years average house prices in West Dunbartonshire have generally fallen and now stand at 7% lower than in 2012. In Scotland over the same period, prices have increased by 7%. The Council area is therefore becoming more affordable in comparison with the rest of the country. House sales are continuing to recover after the recession, although again the increase is lower than in Scotland as a whole.

	2012	2013	2014	2015	2016
Average House price WDC	£114,224	£110,811	£109,698	£121,263	£105,859
Average house price Scotland	£153,600	£153,102	£162,122	£168,119	£164,326
Total sales WDC	266	256	327	377	329
Total sales Scotland	18,448	19,887	24,351	24,567	25,760

Source: Registers of Scotland

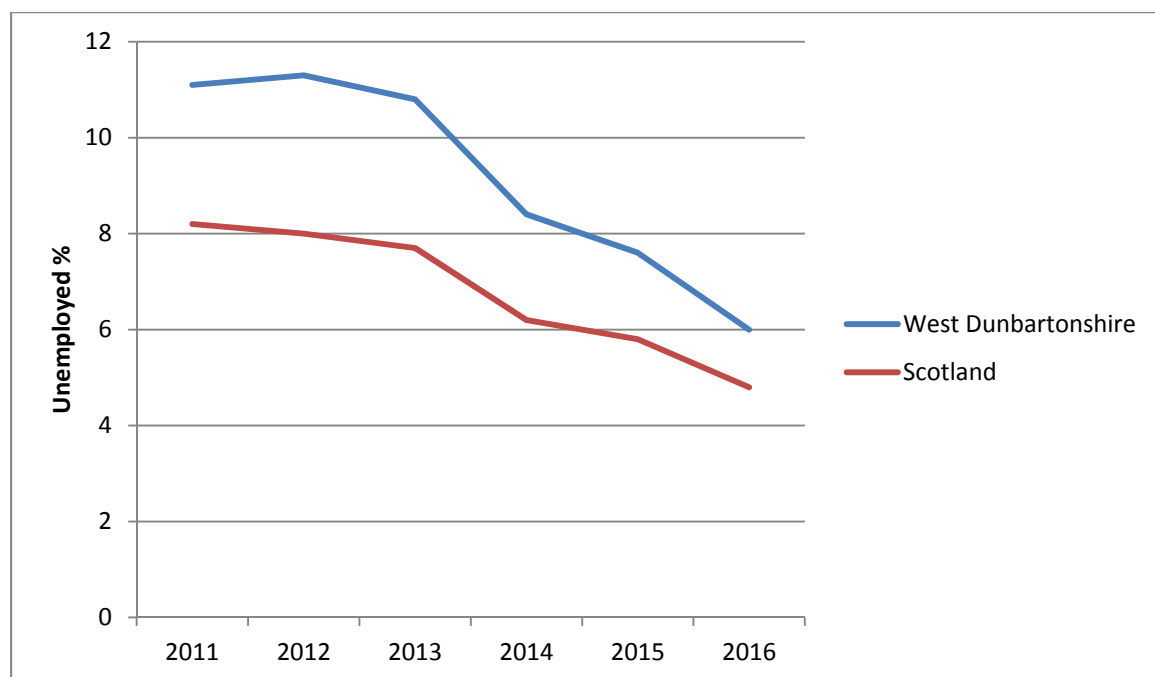
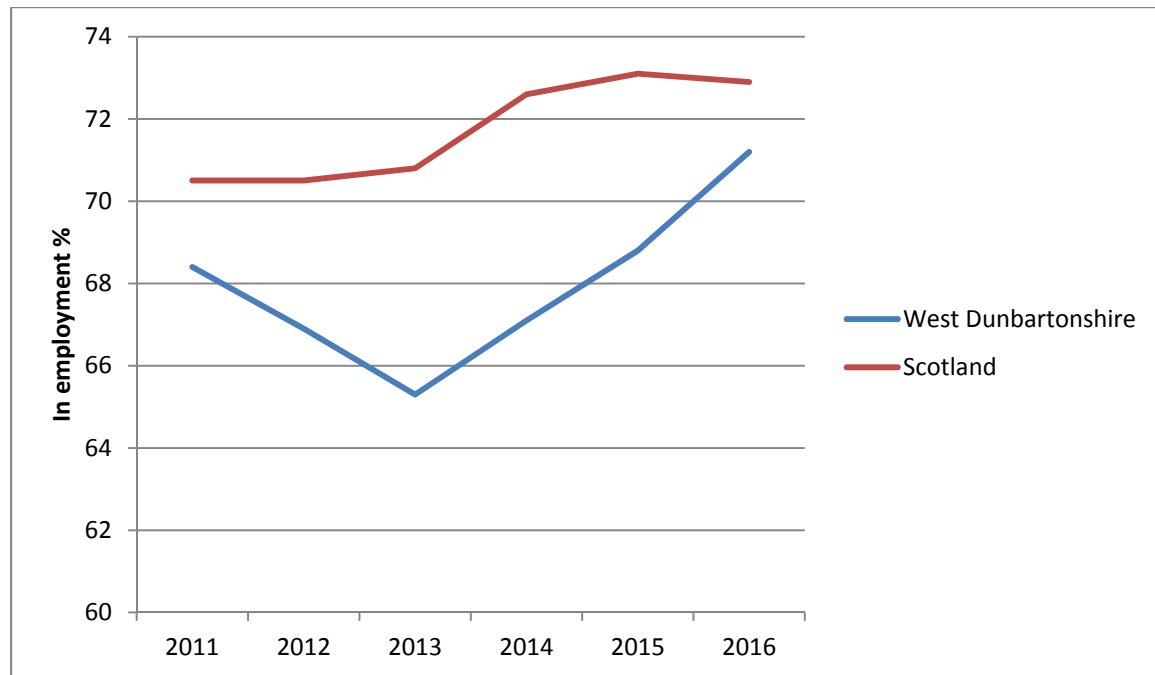
Employment and Economy

Employment

- 1.13 West Dunbartonshire has an economically active population of 43,800, of which 4,400 (71.2%) are in employment and 2,600 (6%) are unemployed (statistics for Jan - Dec 2016). This compares to 72.9% in employment and 4.8% unemployed for

Scotland as a whole. Unemployment has dropped in West Dunbartonshire from 11.1% in 2011 to 6.0% in 2016.

Employment and Unemployment rates, 2011 - 2016



Source: Office for National Statistics

1.14 The number of employee jobs in West Dunbartonshire dipped in 2011 and again in 2012 at 29,000 but rose back to 31,000 in 2015, consistent with the general trends for Scotland over that time period. However, overall there was an increase in jobs growth for Scotland from the period 2011 to 2015, West Dunbartonshire's figures for employee jobs were the same at 2015 in comparison to 2011.

Employee jobs by year

Year	West Dunbartonshire (employee jobs)	Scotland (employee jobs)
2011	31,000	2,322,000
2012	29,000	2,291,000
2013	30,000	2,231,000
2014	30,000	2,410,000
2015	31,000	2,416,000

Employee jobs by industry, 2015

	West Dunbartonshire (employee jobs)	West Dunbartonshire (%)	Scotland (%)
Manufacturing	2,250	7.3	7.4
Construction	1,000	3.2	5.4
Wholesale/Retail	4,500	14.5	14.7
Transportation/Storage	900	2.9	4.2
Accommodation/Food Service	2,500	8.1	8.2
Information/Communication	450	1.5	2.6
Financial/Insurance	2,000	6.5	3.5
Professional/Scientific/Tech	700	2.3	6.6
Administrative/Support Service	1,250	4.0	7.5
Public Admin/Defence	3,500	11.3	6.3
Education	3,000	9.7	8.0
Human Health/Social Work	7,000	22.6	16.9
Arts/Entertainment/Recreation	800	2.6	2.7

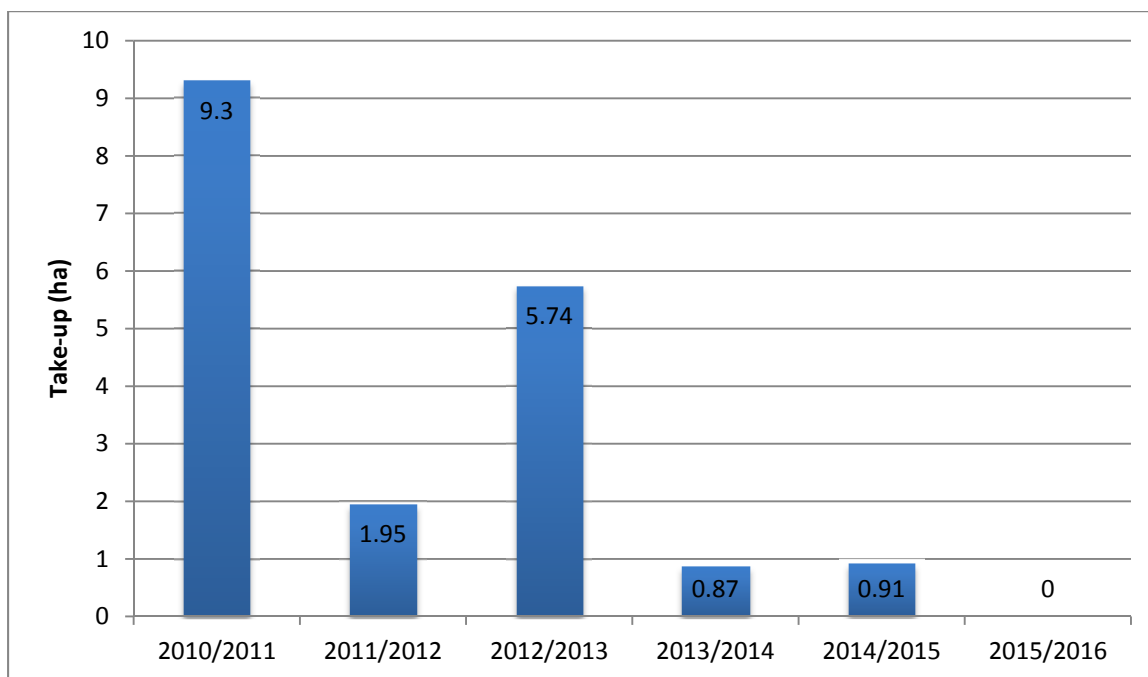
Source: Office for National Statistics

- 1.15 The vast majority of jobs within West Dunbartonshire fall into the industries of human health/social work, wholesale/retail, public admin/defence and education. These are also the more predominant employee job industries in Scotland, however notably public admin/defence (11.3%) and human health/social work (22.6%) have a higher percentage than nationally.

Industrial and Business Land

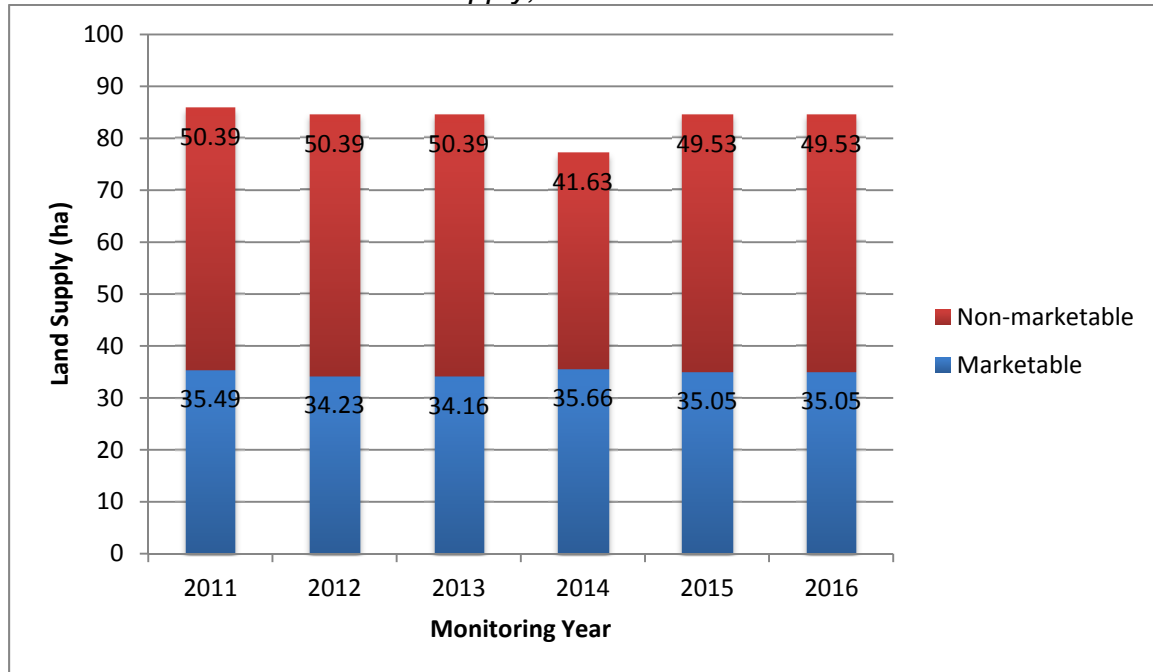
- 1.17 Take-up of land for industry and business in West Dunbartonshire April 2015 – March 2016 totalled 0 ha, the take up in the two previous years had been minor with the last more significant take-up being in the period 2012/2013.

Industrial and Business Land Take-up, 2010 - 2016



1.18 At March 2016, the amount of land designated specifically for industrial and business uses, including offices, in West Dunbartonshire amounted to **84.58 ha**, of which **35.05 ha** is classed as Marketable. The industrial land supply has decreased by 1.3 ha since 2011. Adjustments to the land supply saw the area of marketable land increase slightly from 34.16 ha in 2013 to 35.66 in 2014. The marketable supply figure has remained static for the last two years.

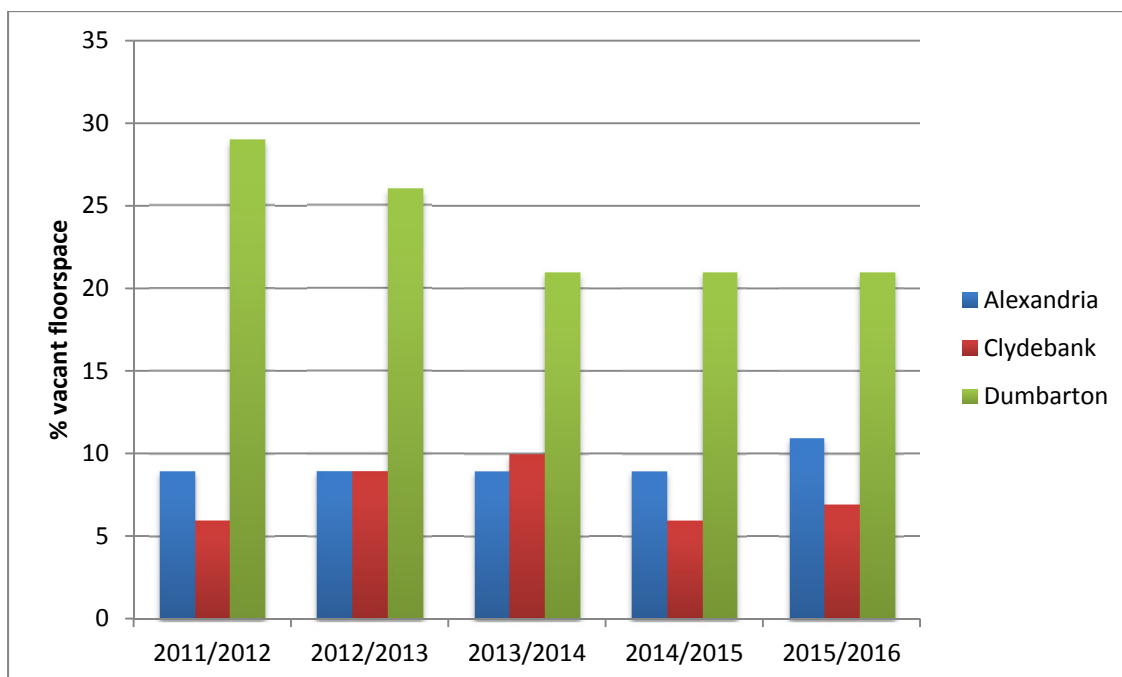
Industrial and Business Land Supply, 2007 - 2011



1.19 The demand for industrial and business land, calculated annually, takes account of the average annual take-up of land over the last 5 years and the current supply of marketable land. Using this approach, there is (at March 2016) **18.5 years** supply of industrial and business land. This is higher than the figure in March 2015, where it was calculated that there was a 9.34 years supply of industrial and business land.

Town Centres

1.20 There are three town centres in West Dunbartonshire – Alexandria, Clydebank and Dumbarton. One method of assessing the performance of these centres is to monitor occupied and unoccupied floorspace. An annual survey of town centre outlets is undertaken and this can be used to show a comparison of vacant retail/commercial floorspace over each year.



- 1.21 General trends over the last five years show that Dumbarton has the highest vacancy levels of all the centres whereas Clydebank and Alexandria have had some minor variations but have predominantly remained below the 10% vacant floorspace threshold.
- 1.22 Alexandria traditionally has many small retail units on the high street of which there are some vacancies. Within the Mitchell Way area the Council has actively been relocating retailers to allow for redevelopment of the area.
- 1.23 Clydebank as a centre generally seems to perform well in terms of occupancy of town centre units. Much of this may owe to a large part of the centre being within a more modern enclosed shopping mall offering a range of unit sizes.
- 1.24 As outlined above, vacant floorspace in Dumbarton is higher than the other town centres. While the figures show that there has been some improvements in Dumbarton's vacancy levels over the last five years, this figure is still high and the Artizan Centre is an area of particularly high vacancies.

Environment

- 1.25 West Dunbartonshire has a rich resource of natural and semi-natural habitats. The rugged moorland of the Kilpatrick Hills to the east, Carman and Bromley Moors to the west form the backdrop to the Vale of Leven, a river valley which links the coastal habitats along the River Clyde to the south with Loch Lomond and the National Park to the north. The urban landscape is linear in nature and with the surrounding intensive agricultural lands contained by the rising topography of the Kilpatricks, Carman and Bromley Muirs. The habitats of the River Leven valley are quite isolated within the urban area, with only tenuous links maintained between the Leven Valley and the surrounding moorland margins provided by steep valley woodlands. There is very little semi-natural habitat within urban areas although no

urban area is very far from the margins of the moorland areas, the Leven corridor or the coast.

International Nature Conservation Sites

- 1.26 Inner Clyde Special Protection Area - the Inner Clyde qualifies by regularly supporting an internationally important wintering population of redshank. The Inner Clyde is also a RAMSAR site and SSSI.

Sites of Special Scientific Interest (SSSI)

Site	Area (ha)	Notified Natural Features	Condition
Auchenreoch Glen	12.2	Biological: Springs (inc. flushes)	Favourable, maintained (August 2010)
		Biological: Lowland calcareous grassland	Favourable, maintained (August 2013)
Dumbarton Muir	314.1	Biological: Blanket bog	Unfavourable, recovering (Aug 2012)
		Biological: Raised bog	Favourable, maintained (January 2011)
Dumbarton Rock	4.5	Geological: Carboniferous-Permian Igneous	Unfavourable, declining (May 2009)
Glenarbuck	1.2	Geological: Palaeozoic Palaeobotany	Favourable, recovered (June 2006)
Hawcraig Glenarbuck	18.4	Biological: Rocky slopes	Not assessed
		Biological: Upland mixed ash woodland	Unfavourable, declining (Nov 2000)
Inner Clyde	1824.9	Biological: Saltmarsh	Favourable, maintained (June 2011)
		Biological: Cormorant	Unfavourable, declining (Feb 2014)
		Biological: Eider	Favourable, maintained (Feb 2014)
		Biological: Goldeneye	Favourable, maintained (Feb 2014)
		Biological: Oystercatcher	Favourable,

		Biological: <i>Mergus serrator</i>	maintained (Feb 2014)
		Biological: Red-throated diver	Favourable, maintained (Feb 2014)
		Biological: Redshank	Favourable, maintained (Feb 2014)
			Favourable, maintained (Feb 2007)
Lang Craigs	34.2	Biological: tall herb ledge	Unfavourable, declining (Sept 2008)
Total:	2209.5		

Local Nature Conservation Sites

- 1.27 A review of Local Nature Conservation Sites completed in December 2008 proposed twelve new local nature conservation sites and extensions to a further three. This totaled 302.51 ha of additional local nature conservation sites, the area identified previous to this was 160.45ha and this now brings the total area to 462.96 ha.

Archaeology

- 1.28 The site of the Antonine Wall runs through West Dunbartonshire and is one of five World Heritage Sites in Scotland. A fort at the modern-day site of the former Gavinburn Bus Depot in Old Kilpatrick marked the western terminus of the Wall, from where it runs eastwards, to the north of the A82 and Clydebank Crematorium, along the line of Beeches Road, Duntocher through Golden Hill Park and south of the Clydebank and District Golf Course where it crosses the Council boundary into Glasgow. Today, only a very small section of the Antonine Wall at Golden Hill Park is visible above ground in West Dunbartonshire. The remainder either lies below ground - a significant proportion of which is protected as a Scheduled Monument – or is thought to have been destroyed by development.
- 1.29 Dumbarton Castle and sections of the Forth & Clyde Canal, including at Bowling Basin, are also designated as a Scheduled Monument along with six other sites in the Plan area.

Listed Buildings

- 1.30 The West Dunbartonshire Council area has sixteen Category A Listed Buildings, including Dumbarton Castle, the Titan Cantilever Crane, Denny Tank, Argyll Motor Works and a number of mansion houses. In total, there are over 140 listed buildings. Fifteen of these feature on the Buildings at Risk Register.

Name	Listing Category	Risk	Condition
Strathleven House Stables & Coach House	B	Moderate	Very Poor
Bruce Street Baths and Swimming Pool	C(S)	Moderate	Fair
House at Argyll Motor Works (Former)	A	Critical	Very Poor
Littlemill Distillery Exciseman's House	B	High	Ruinous
Notre Dame Convent Chapel	B	Critical	Very Poor
Dumbarton Academy (Former)	A	Low	Poor
Dunglass Castle	B	High	Poor
Millburn Free Church (Former)	A	Moderate	Ruinous
Strathleven House Doocot	A	Moderate	Poor
Levenford House Lodge	B	Moderate	Poor
Lodge at Argyle Motor Works (Former)	A	Moderate	Fair
Mountblow Sports Pavilion	C(S)	Moderate	Fair
Millburn Free Church (Former) Graveyard	A	Low	Poor
Levenford House	A	Low	Fair
Levenford House Stables	B	Low	Fair

Vacant and Derelict Land

- 1.31 At April 2016, West Dunbartonshire had 71 individual sites categorised as vacant and/or derelict. These sites have an overall area of 171 hectares and account for around 6% of the authority's urban area. There has been a downward trend in the amount of vacant and derelict land in the authority over the last five years, with 13 hectares brought back into re-use last year, the highest amount for some time. Whilst there is still a problem with long-term dereliction in West Dunbartonshire, development progress at Queens Quay and Dumbarton Harbour are likely to make a significant reduction in the amount of unused land overall.

Vacant and Derelict Land	2012	2013	2014	2015	2016
No. of sites	88	82	82	79	71
Area (ha)	193	188	189	182	171
Take up (ha)	3	7	6	3	13

Open Space

1.32 An analysis of the provision of usable open space per 1000 residents in identified analysis areas has been undertaken. This has been assessed based on the area of accessible open space per 1,000 population. The results are shown in the table below.

Analysis area	Open Space (HA)	Ha per 1000 pop.
Vale of Leven West	71.50	7.57
Vale of Leven East	98.02	7.36
Dumbarton Central	57.31	6.49
Castlehill and Brucehill	74.34	12.48
Bellsmyre and Silverton	33.73	5.76
Milton and Bowling	21.43	21.74
Old Kilpatrick/Mountblow	21.95	2.61
Clydebank Central	100.48	6.42
Duntocher and Hardgate	74.28	6.07
Drumry and Whitecrock	20.01	3.27
Total	573.06	6.60

1.33 Key areas highlighted as having less open space provision than average are Old Kilpatrick/Mountblow and Drumry/Whitecrock. Milton and Bowling well exceed the other areas owing to the small population having access to a relatively high amount of open space. Castlehill and Brucehill also have higher than average open space provision. The average area of usable open space per 1,000 persons over the whole of the West Dunbartonshire area is approximately 6 ha.

Transport

1.34 The tables below are extracts of information collected by the Scottish Household Survey (SHS) in 2013/2014 and 2009/2010, about travel behavior in a random sample of adults (16+) living in private households across Scotland. Two years data is combined to achieve larger sample sizes, allowing for more detailed analysis, although individual years are reported at a national level.

1.35 The survey results show that West Dunbartonshire has a higher percentage of walking, bus and rail commuters as a method of traveling to work than in Scotland as a whole. There are also fewer people traveling to work via car or van than Scotland but driving a van/car is the most commonly used method of transport in West Dunbartonshire and this has decreased slightly since 2010. There has also been a slight increase in rail users but a decrease in those travelling by bus.

Employed Adults (16+) not working from home - usual method of travel to work								
Area	Period	Walking	Driver Van/Car	Passenger Car/Van	Bicycle	Bus	Rail	Other
West Dunbartonshire	2013/+2014	15.9	53.3	3.8	0.8	12.0	10.7	3.5
Scotland		12.9	61.6	6.0	2.6	10.1	4.2	2.5

West Dunbartonshire	2009/2010	9.1	56.5	8.7	1.3	14.6	8.6	1.2
Scotland		12.9	60.8	6.3	2.3	11.5	3.7	2.5

Scottish Household Survey Travel Diary (Transport Scotland)

- 1.36 Of the people surveyed in West Dunbartonshire, just over half of those people who use a car/van, as a method of commuting to work, could use public transport. There has been an approximate 6% increase in this figure since 2010.

Car/Van Commuters		
Period	Could use Public Transport	Could not use Public Transport
2013/2014	55.6	44.4
2009/2010	49.5	50.5

Scottish Household Survey Travel Diary (Transport Scotland)

- 1.37 The number of cars available for private use by households in West Dunbartonshire has seen no significant changes from 2010, though there are a higher percentage of households with no access to a car in West Dunbartonshire than compared to Scotland as a whole.

No. of cars available for private use by households					
Area	Period	None	One	Two	Three or more
West Dunbartonshire	2013/2014	37.8	43.2	15.9	3.1
Scotland		30.8	43.3	21.1	4.7
West Dunbartonshire	2009/2010	35.8	44.7	16.5	3
Scotland		30.5	43.9	21.5	4.1

Scottish Household Survey Travel Diary, Transport Scotland

SECTION 2 – REVIEW OF WEST DUNBARTONSHIRE LOCAL DEVELOPMENT PLAN (2015)

Chapter 3 – Our Changing Places

Alexandria Town Centre

Progress

Housing development is underway at the Kippen Dairy and Leven Cottage sites in the north of the town centre – sites BC2(41), BC2(42) and BC2(43).

Mitchell Way site has been marketed for a redevelopment opportunity. A preferred bidder has been accepted and proposals are for a foodstore with a residential element.

Strategy Review

The current Plan's strategy for Alexandria 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 development 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.

Housing sites at the northern end of the town centre are under construction and should therefore change to existing residential.

Foodstore and housing are still the current proposals for Mitchell Way. Housing site BC2(44) could move slightly south of where it is located on the map. Bank Street remains as redevelopment opportunity.

As a result of the above, it is likely that the rest of the town centre strategy will likely remain the same or similar to it is now.

Summary of Issues

Updating of the strategy to reflect the most up to date marketing/aspirations of Mitchell Way

Update housing opportunities to reflect development status

Clydebank Town Centre

Progress

The Playdrome leisure centre is still currently operating from the town centre site. However the Councils replacement leisure centre is underway at Queens Quay and will be opening in 2017. The Playdrome site has been marketed and a preferred bidder chosen. An all retail proposal has been put forward for 7 units.

The one-stop-shop has relocated from Rosebery Place and is now within the Co-op building on Sylvania Way South, as well as some additional Council office space. Rosebery Place is now vacant and to be marketed by the Council. SPT have a city deal proposal which will include Clydebank bus station. Work is currently underway for proposals to A814 transport improvements/STAG appraisal.

Renfrewshire Council also have a City Deal proposal for the Clyde Crossing, between Renfrew and Yoker, which may have implications for Clydebank town centre.

Planning Guidance has been produced which provides further guidance for the Council when considering uses for betting office/pay day lending within the town centres. There is scope for reconsidering the retail core area policy with a view to being less restrictive for complimentary town centre uses but still using this guidance to restrict other uses.

In 2014, a Clydebank town centre charrette was undertaken. The proposals from this are outlined in the section below.

Strategy Review

The current strategy for Clydebank town centre is –

- to maintain Clyde Shopping Centre as an attractive retail core;
- support modernisation of the southern part of the shopping centre;
- support a new superstore on the site of the existing Playdrome leisure centre;
- support the evening economy and leisure offer of the town centre;
- protect the setting of the Forth and Clyde Canal and increase activity around it; and
- improve public transport facilities and accessibility.

There is scope to reconsider the retail core (see Policy SC2) to have less restrictions for uses which we would deem as complimentary to the town centre, such as cafes.

Current market conditions reflect no demand for a superstore at the Playdrome site.

Further evening economy and leisure uses within the town centre is still supported, as is increased activity around the canal area.

Transport improvements at Clydebank interchange and train station are still a priority for the town centre. The identified interchange should extend to include part of the train station.

A Fastlink route is shown on the Changing Place map. Whilst this is still aspirational, it is questionable whether to retain it within the town centre strategy. There is currently no funding identified for this.

Public realm works/improvements are required between the Business Park, town centre and station etc. There are also ongoing traffic issues at Argyll Road.

The Clydebank Charrette proposals are as follows –

- Playdrome – an opportunity for food and leisure or residential development providing active frontage onto all surrounding streets and the canal. A pocket park, with destination play facilities was suggested for the canalside part of the site, adjacent to 3 Queens Square;
- Rosebery Place – an opportunity for residential development, creating frontage onto Kilbowie Road and enhanced open space along the canal;
- Transport interchange on Chalmers Street – an accessible interchange linking bus and train facilities, creating a positive gateway for the town centre;
- Co-operative building – ideas suggested for bringing upper floors back into use included creative studios and business incubator spaces;
- 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 at both the northern ramped entrance to the Clyde Shopping Centre and in the service yards to rear of South Sylvania Way;
- South Sylvania way – refresh the public realm. Issues were also highlighted with regard to the number and clustering of pay day loan and betting shops in this location;

- Abbotsford Road – potential creation of a tenemental block along Abbotsford Road (on opposite side from Playdrome), with residential uses above ground floor non-residential uses. This would help ‘repair’ the urban form;
- Chalmers Street –development on the Co-op car park to front onto Chalmers Street and help repair urban form. Potential for ground floor of such a development to be part of transport interchange;
- Clyde shopping centre car park – recognition of confusing and fractured nature of Clyde Shopping centre car park and problems with access to it from Livingstone Street roundabout.

Summary of Issues

Clydebank town centre will remain as a Changing Place but updating of strategy is required to reflect charrette proposals.

Further consideration is required in order to reflect how the Playdrome site is identified in the Plan i.e a mixed-use opportunity or other?

Clyde Crossing between Renfrew-Yoker and its implications for Clydebank.

Can the retail core policy be applied less restrictively?

Consideration of how the Canal area around the shopping centre can be better used and stimulate night time uses;

Removal of Fastlink route from the proposal map for the Changing Place.

Dumbarton Town Centre and Waterfront

Progress

Development of the new Council offices is currently underway at the Old Academy site/identified civic quarter opportunity area. This is will relocate staff from Garshake Road to Dumbarton town centre.

Two detailed planning applications have been submitted for the mixed-use development opportunity site south of Castle Street. These are currently under consideration. To the west of the site is a residential proposal for 196 dwellings and the eastern half of the site is a predominantly retail proposal which includes a Lidl store.

Improvements have been undertaken at the junction of Castle Street/Glasgow Road as well as lane/road improvements to the roundabout, thereby improving access to and from the town centre.

Planning permission was granted in 2013 for refurbishment of the Artizan Centre and a new roof. Limited refurbishment has taken place at the Artizan Centre and this still remains a vacancy hotspot within the town.

St James Retail Park remains well occupied and the development site to the east of the retail park still has consent for another 6,500 sqm of retail floorspace.

Further south of the town centre, the Dumbarton Football Club site has planning permission for residential uses on a portion of the site. The Football Club are currently seeking a new location for the club at Youngs Farm. Further information on this new location can be found in the Changing Places section below.

At the Turnberry development site, north of Dumbarton Football Club, a detailed application has been submitted to finish the development of this site, which will see 114 flats and 16 houses constructed.

To the west of Castle Road, there is planning permission for 237 houses/flats and the development of the site has commenced. There is a proposed buffer area to the south of this site to reflect green space.

At Sandpoint Marina, a Planning Application Notice was submitted in October 2016.

Strategy Review

The current strategy for Dumbarton town centre and waterfront is:

- An attractive retail core including a refurbished Artizan Centre;
- Support for a mix of uses throughout the town centre including residential to increase the town centre population;
- Improvements to the river frontage along Riverside Lane, including flood management measures;
- A new footbridge across the River Leven from the town centre;
- Retention of Old Academy Building façade and civic uses to the north of Castle Street;
- Mixed use development to the south of Castle Street including residential;
- Improved linkages between the town centre and the St James Retail Park/Morrisons Commercial Centre;
- Residential development along both sides of Castle Road;
- 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.

Summary of Issues

The strategy will require to be updated to reflect development underway such as new Council Offices and housing development.

Any update of waterfront path should be reflected.

Consideration of the current retail core policy in line with Pay Day Loan/Betting Office Guidance.

How should the Artizan Centre be represented in the Plan?

Queens Quay, Clydebank

Located on the River Clyde to the south of Clydebank Town Centre, the Queens Quay Our Changing Place extends from Cable Depot Road in the west to Rothesay Dock in the east; it covers 41 hectares, and is comprised almost entirely of vacant and derelict former industrial land.

Progress

The only physical development which has started in the last five years has been the new West Dunbartonshire Leisure Centre, which is currently under construction, although on a smaller site than the leisure opportunity site B5(5) shown on Map 6.

The central 33ha of the area is generally known as Queens Quay and is in single ownership. Currently the importation and processing of construction and demolition waste and the storing of this processed material for use in the future land raising, is on-going. Planning permission in principle has been granted for this central area. Around 1,000 private and social rented dwellings are proposed. Also included are ancillary retail, financial, restaurant, public house, office, hotel, care home, health centre, assembly and leisure uses, with associated car parking, access roads, quay wall improvements and landscaping. This recent proposal provides the comprehensive masterplan required to guide development of the central Queens Quay area, create a new residential and civic neighbourhood and provide the required green network enhancements along the waterfront. The difficulty of achieving development on such a large and complex site has been recognised by the Council, who have committed £16M towards advance infrastructure to allow development to start. Detailed applications have now been submitted for the spine road, public realm works and the new Clydebank Care Home.

Strategy Review

Clydeplan (January 2016) continues to identify the Clyde Waterfront as a large-scale mixed use regeneration and restructuring development opportunity. It also remains part of the Clydebank Riverside Strategic Economic Investment Location with opportunities for further business development linked to existing health, leisure and educational uses. It is also identified as a Green Network Strategic Delivery area, which could create benefits related to health, access, climate change and habitats.

The original LDP strategy for the site was:

- predominately 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.

LDP2 should reflect the masterplan and current applications for the central Queens Quay area. It should also recognise that it is a strategic economic investment location in the Clydeplan area, with business and financial services and life sciences key sectors. These will be supported if they are in keeping with the predominantly residential nature of the site.

The remainder of the area to the south-east of the college, currently identified as part of the leisure opportunity and known as Plots 4 and 5, could provide a business opportunity, with additional parking and a landscaped frontage to the River Clyde. The Rothesay Dock area should no longer be identified for residential use, but rezoned as a business and industry opportunity.

The Cable Depot Road area is excluded from the Queens Quay masterplan and remains undeveloped. The land to the south of Cable Depot Road could continue west the built form and landscaping proposed on the central Queens Quay area, but could accommodate either residential or appropriate business uses. To the north of the road, the railway embankment restricts redevelopment, but more limited residential or business uses would be acceptable here. The railway bridge and embankment are likely to remain, but the Council expects that they are maintained to an acceptable standard.

There is no longer a requirement to safeguard a Fastlink route through the site.

Summary of Issues

- The Queens Quay area should remain as an Our Changing Place, with the proposed uses reflecting the current masterplan in the central area;
- Consider the appropriate zoning for the Cable Depot Road area;

- Retail development which would have an adverse impact on Clydebank town centre will continue to be resisted; and
- The Fastlink route will no longer be safeguarded.

Carless, Old Kilpatrick

Lying between the River Clyde and Forth and Clyde Canal in Old Kilpatrick, this former oil refinery is a relatively secluded site of around 17 hectares.

Progress

There has been no physical progress on the development of this privately owned site.

Strategy Review

The original strategy for the site was:

- 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; and
- 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.

Summary of Issues

There are no new issues in relation to this site, and the policy strategy is anticipated to be unchanged.

Esso Bowling and Scott's Yard

The Esso Bowling and Scott's Yard Changing Place is located on the Clyde Waterfront between Bowling and Milton, the majority, around 33 hectares, having been previously used as a fuel distribution depot. Most of the site is potentially contaminated and remediation is ongoing.

Progress

The Glasgow city region faces numerous challenges which have acted as barriers to economic growth. In response, the creation of a Glasgow and the Clyde Valley City Deal was announced in August 2014, with an Investment Fund supporting a number of projects. These include the Exxon site development. The site is also part of the

Clyde Waterfront, a large scale regeneration and restructuring development opportunity which includes a number of city deal projects supporting increased economic activity and connectivity. Bowling is also identified as a Green Network Strategic Delivery Area, with priorities of access, climate change and habitats.

The Exxon City Deal project has funding of £27.9M over the next seven years. The project is progressing towards an Outline Business Case which was presented to Council in February 2017. The Council are also in discussion with the owners in relation to the acquisition of the site. One of the key requirements to unlock development on this site is the provision of the relief road from Dumbuck junction to the Dunglass roundabout which will also serve the site.

Strategy Review

The original strategy for the site was:

- To support the redevelopment of the Esso Bowling site primarily to increase the business and industry opportunities within West Dunbartonshire, with the option of residential development on Scott's Yard;
- To use the development of the site to enhance the Green Network; and
- The provision of an A814 link road which offers access to development on the sites

The City Deal project has brought greater certainty as to how the development of this site can be achieved and focusses on the provision of the relief road. The route that this might take is still being considered; issues relate to the need for two rail crossings; the need to enable coastal realignment; and land ownership.

Summary of Issues

The overall strategy for the site is not likely to change significantly. The priority is to agree the route of the road which will allow the development of the remainder of the site.

Bowling Basin

Progress

In 2014 a charrette for Bowling Basin was undertaken. Proposals from the charrette have been taken forward with others underway.

Phases one and two of included works to the arches comprising of small scale commercial and retail uses as well as improvements to the public realm around the harbour and lower basins.

Permission in principle was granted in 2016 for residential development of approximately 75 units, the creation of a linear park a woodland hub for outdoor activities, heritage trail and water sports, gateway improvements and enhancement

of existing woodland. Discussions for the ongoing delivery of these proposals are ongoing between the Council and Scottish Canals.

Strategy Review

The strategy is still in line with current proposals but it could be amended to more accurately reflect the progress and proposals outlined above.

Summary of Issues

Minor revisions to be made to the existing strategy map as outlined above, no identification of significant issues.

The Lomond Canal

Scottish Canals has a proposal for a new canal running alongside the River Leven from the River Clyde at Dumbarton to Loch Lomond at Balloch. The justification is that the canal would have a number of benefits including: increasing visitor numbers to West Dunbartonshire which in turn would help to grow the local economy, it would provide a new recreational resource for locals, and it could also help to manage flood risk.

Progress

There has been no physical progress on the development of this project.

Strategy Review

The previous plan supported the further investigation of the Lomond Canal proposal and protected the proposed route for the canal from development during the Plan period. This was to allow Scottish Canals to develop the project further and demonstrate whether the canal is financially and technically viable and environmentally acceptable. The plan recognised that the potential environmental impact of the proposed canal would have to be carefully explored and that planning permission would not be granted unless it can be ascertained that the proposal would not adversely affect the integrity of the fish and wading bird interests of the Endrick Water Special Area of Conservation and Inner Clyde Special Protection Area.

Summary of Issues

There appears to have been little further investigation into the proposed canal and therefore the likelihood of the project happening is unknown. Protecting the route of the proposed canal, which may or may not be constructed, is impacting on potential development sites. Removal of the Lomond Canal from the Plan should be considered.

Lomondgate and Vale of Leven Industrial Estate

Lomondgate is a major residential and business development site centred on the former J&B bottling plant in Dumbarton. The site covers 40 hectares, is located on

both sides of the A82 between Dumbarton and the Vale of Leven and is partly developed.

The Vale of Leven Industrial Estate is a long established industrial estate located to the north of Lomondgate. Alongside Lomondgate, it is identified as a Strategic Economic Investment Location and offers a mix of industrial units within its woodland setting adjacent to the River Leven.

Progress

With regard to Lomondgate, most of the areas designated as Housing Opportunities to the south of the A82 have now been built, with the exception of the western most part of the development (known as Area 5), which has consent for 58 houses although work is yet to commence on site. To the north of the A82, much of the area identified for roadside services has also been steadily developed with a hotel, food and drink uses and a petrol filling station now in place, however, a fairly large portion of the site remains to be developed. The Lomondgate business park, which has been identified as an industrial/business opportunity, has seen no development during the plan period.

The Vale of Leven Industrial Estate has seen some development in the form of 13 new workshop units built by the Council to provide modern accommodation for small businesses. The workshops opened in November 2015 and have been built on an area of land that had not previously been developed and was identified within the LDP as an industrial/business opportunity.

The Council has also undertaken other projects within the estate including: purchasing sites to facilitate new development, creation of a 2km woodland path on the banks of the River Leven together with the production of a woodland survey and management plan (part funded by the Central Scotland Green Network) and investment in lighting.

The number of non-industrial/business class uses within the estate has increased slightly with consent granted in 2016 for a dance studio.

An application for a heavy goods vehicle operating centre has been permitted and Chivas, an international company with a large production facility within the industrial estate, has announced plans to significantly invest in new state of the art plant and offices at this location. This investment contrasts with Polaroid Eyewear, a significant employer within the industrial estate, which announced in early 2016 that it intends to close its plant at the Vale of Leven.

There are also a number of occupied and vacant buildings within the estate that are in poor condition and detract from the visual amenity of the estate.

Strategy Review

The original strategy for the site was:

- Support for the development of the Lomondgate Business Park and roadside services area;
- Support for business and industrial uses on identified sites;
- Support for residential development over an extended area south of the A82; and
- Enhancement of existing properties and the Green Network within the Vale of Leven Industrial Estate.

Support for residential development is no longer required as this part of the site is almost complete. However, it is considered that support for the business park should continue but a more flexible strategy may be required to help kick start economic development within the site. Support for the roadside services and enhancement of existing properties and the green network should remain.

Summary of Issues

The Lomondgate business park has proved to be the most difficult part of the site to develop which is most likely as a result of the recession.

The approved masterplan for the site identified the business park as providing approximately 18,500 sqm of business and industrial floorspace including a mixed use hub area to serve as a local centre for the business park. The hub area was to contain ancillary retail, service and leisure uses. Large scale retail development was not to be supported within Lomondgate and it is considered that this should remain the case.

As no development has taken place within the business park, consideration must be given as to how the site can be developed in the future. A flexible strategy, involving compatible enabling development to kick start development of the site may be required, although it is important that any alternative uses are appropriate and would not affect Dumbarton town centre.

The developer of the site has submitted a response to the 'call for sites' in relation to the business park. Their submission is for a revised strategy for the site, pursuing an anchor-led approach, shifting from a business space emphasis to clean industrial and possibly commercial leisure or a garden centre. They are also looking for the Lomondgate services to be zoned as a 'destination commercial centre' and have quoted PAN 75, where in service areas in locations of national tourist significance more (than 1) or larger (than 200sqm) retail units may be permissible.

As the part of the Lomondgate site that lies to the south of the A82 is mostly developed, it is recommended that the boundary of the 'Changing Place' should be amended to exclude this area.

Young's Farm, Dumbarton (Dumbarton FC)

Young's Farm lies in the greenbelt between the River Leven and Renton Road and stretches from Dalreoch north to the A82 slip road at Dalmoak. The LDP was supportive of Dumbarton Football Club investigating the suitability of the site for a new stadium with some appropriate enabling development.

Progress

Dumbarton Football Club have continued to investigate the technical issues of development on this site and the viability of the stadium relocation. In October 2016 a Proposal of Application Notice was submitted. This proposed 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 additional residential, commercial and tourism uses in principle. The residential development is seen as essential to cross-fund the new stadium development.

Strategy Review

The original strategy was to support investigations into the suitability of the site for the relocation of the football club. Appropriate enabling development including a hotel, events/conference facilities, sports related uses and the stadium was to be developed and operating prior to any enabling development operating. Residential development was not proposed.

The applicants have submitted a response to the 'call for sites' in relation to Young's Farm suggesting that 25 acres could be sold for residential development, which could provide up to 300 houses. Clydeplan indicates there is no requirement for land release for housing and this would be considered to be a strategic scale of development, which would need to be assessed against Schedule 15 and Diagram 11. It would be necessary to consider whether or not an acceptable, integrated residential environment could be created; it would also be necessary to provide an improved junction and bridge across the operational railway at the southern end of the site, and a road through to the north.

Summary of Issues

- Have all the technical issues, particularly relating to road access and flooding been addressed?
- Is residential development appropriate here?

The Green Network

Open and green spaces within West Dunbartonshire, such as parks, playing fields and woodlands together form a green network and link to other similar networks in other authority areas. West Dunbartonshire forms part of the Central Scotland Green Network, which is a National Development identified in the National Planning Framework 3.

Progress

A quality assessment has been carried out on all the open and green spaces within West Dunbartonshire to identify where improvements can be made. Planning guidance has also been produced on the Green Network, which identifies assets and opportunities, how the green network can be enhanced and expanded particularly through development, and design guidance.

Strategy Review

The original strategy for the green network was:

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

Summary of Issues

Allotments have been raised as a key issue by the Council's Greenspace section, which struggles to find suitable sites despite having a significant budget for the creation of allotments. Sites are often too contaminated to be suitable or are already identified for other uses. The waiting list for allotments is approximately 10 years. Redundant blaze sport pitches have been identified in some areas as potential sites by Greenspace. A response to the' call for sites from a community councillor and Greenspace in relation to forming allotments or community gardens on land adjacent to Braehead Primary School was received; however, the site it is currently zoned for use as a social rented residential opportunity

Kilpatrick Hills

The Kilpatrick Hills are designated within the Plan as a Local Landscape Area, which provides a backdrop to the urban areas of West Dunbartonshire, expanding across the plan boundary into East Dunbartonshire and Stirlingshire. They form an extensive habitat network and are also an important resource for recreation.

Progress

Planning permission was refused in 2013 for a windfarm on the Kilpatrick Hills in Alexandria. One of the reasons for refusal was that the development would have an unacceptable impact on the landscape and visual amenity of the Kilpatrick Hills. No other applications for windfarms on the Kilpatrick Hills have been received since then.

Recently produced planning guidance on renewable energy 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.

Scottish Natural Heritage and Historic Environment Scotland are currently working on new guidance on Local Landscape Areas which aims to help Planning Authorities identify or review their local landscape designations and maximise their benefits.

Strategy Review

The original strategy for the Kilpatrick Hills was:

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

Summary of Issues

There are no new issues in relation to the Kilpatrick Hills, and the policy strategy remains relevant and appropriate.

Chapter 4 – Developing Sustainably

Changes in the Policy Framework

Successful Places and Sustainable Design

The theme of sustainable development and creating successful places has become a unifying thread through all recent planning policy and guidance. Scotland's third National Planning Framework (June 2014) promotes a place-based approach to development, with the key planning outcomes being to make Scotland a successful, sustainable place, a low carbon place, a natural, resilient place and a more connected place.

SPP (June 2014) shares the NPF3 vision with the need to contribute to the four outcomes, and two principal policies – sustainability and place-making. Local Development Plans should be place-based, flexible, and set out a spatial strategy which is both sustainable and deliverable. Design and place-making is embedded as a priority in SPP. Planning should create high quality places by taking a design-led approach, direct the right development to the right place and support development that is designed to a high-quality and demonstrate the six qualities of successful place, which are:

- Distinctive;
- safe and pleasant;
- welcoming;
- adaptable;
- resource efficient; and
- easy to move around and beyond

Design tools from the strategic level to the site specific are also promoted in SPP. New techniques have been developed, such as the Place Standard tool, which provides a simple framework to structure discussion about a specific place - its assets and how it could improve. The Charrette process has been promoted as an intense interactive design process which involves all stakeholders. *Creating Places* (June 2013) was published by the Government as a policy statement on architecture and place which sets out the benefits of good design.

Policy 1 in Clydeplan supports new development which takes account of a place-making principle which encourages a design-led and participative process.

Settlement Strategy

NPF3 confirms that regeneration is the central focus of planning across the Glasgow and the Clyde Valley city region, with consolidation and the renewal of the built environment. The Central Scotland Green Network remains as a national development, prioritising environmental improvements with the scope to achieve multiple benefits including improving the quality of place. The remediation of derelict land is a CSGN priority; whilst re-use is a priority, it is accepted that in some cases greening could be the best permanent solution.

SPP continues to support the right development in the right place. Policies should promote the use of land within settlements to create more compact, higher density and compact cores and consider the re-use or re-development of brownfield land before new development takes place on greenfield sites.

Clydeplan has set out the broad principles of a compact city model which include regeneration and renewal, minimising the footprint of development and improved environmental quality. Dumbarton, Bowling and Clydebank are all highlighted as Green Network strategic delivery areas, and Policy 14 of the Plan supports the designation of the Green Belt.

Accessibility

SPP states that the planning system should support patterns of development which optimise the use of existing infrastructure, reduce the need to travel, provide safe opportunities for active travel and facilitate travel by public transport. Spatial strategies should support development that allow walkable access to local amenities and are also accessible by public transport. Development plans should identify any required new transport infrastructure or public transport services including pedestrian routes. Where public transport services required to serve a new development cannot be provided commercially, a contribution from the developer towards an agreed level of service may be appropriate. Significant travel-generating uses should be sited at locations which are well served by public transport.

Sustainable transport and minimising the carbon footprint are two further principles of Clydeplan's compact city model. The SDP promotes sustainable transport by linking public transport corridors, strategic development locations and strategic walking and cycling networks. Development Planning and Management Transport

Appraisal Guidance (DPMTAG) has been developed by Transport Scotland to allow the impact of the spatial strategy on the transport network to be assessed.

Air Quality

Reducing the need to travel and using more sustainable modes of transport will contribute to making places more sustainable by reducing congestion, air pollution and noise. Health benefits could be achieved by increasing active travel – building on local core path networks and linking with public transport. The Government has produced Action Plans for both cycling and walking.

Renewable Energy

Both NFP3 and SPP are clear that planning must facilitate the transition to a low carbon economy. Spatial priorities range from extending heat networks in our urban areas to realising the potential for renewable energy generation. Onshore wind will continue to make a significant contribution to diversification of energy supplies. Local development plans should set out a spatial framework, identifying those areas that are likely to be most appropriate for onshore wind farms and those areas with greatest potential for wind development. Urban areas will be the focus for improving energy efficiency and utilising district heating networks. Local development plans should use heat mapping to identify the potential for co-locating developments with a high heat demand with sources of heat supply, and support the development of heat networks.

Policy 10 of Clydeplan supports the transition to a low carbon economy. Local Development Plans should consider heat mapping to support development, identify areas with potential for district heating networks and consider proposals for onshore wind farms which are in accordance with the spatial framework set out in Diagram 6.

West Dunbartonshire Council has prepared for Supplementary Guidance for Renewable Energy to underpin Policy DS5. It gives greater guidance on where renewable energy developments will be supported, how proposals will be assessed and includes a Spatial Framework to guide planning for wind energy.

Flooding

NPF3 supports a catchment-scale approach to sustainable flood risk management. The Metropolitan Glasgow Strategic Drainage Partnership, a national development, is an exemplar of sustainable water management and drainage infrastructure at a catchment scale, reducing flood risk, improving water quality and facilitating growth and regeneration. It will help unlock potential development sites and build greater resilience to climate change.

SPP promotes a precautionary approach to flood risk. Flooding should be avoided by safeguarding flood storage capacity and locating development away from functional flood plans. The risk of flooding should be reduced by assessing the risk, where appropriate undertaking flood management measures and the avoidance of increased surface water flooding through the requirements of SUDS.

The Local Development Plan can use a strategic flood risk assessment to inform choices about the location and policies for flood risk management, having regard to the flood maps updated by SEPA in 2014 and the flood risk framework set out in SPP. The LDP should also protect land which has the potential to contribute to natural flood management, managed coastal realignment or green infrastructure creation. Where development in flood risk areas cannot be avoided, for example in regeneration areas, a flood risk assessment should be used to make a decision on level of risk and possible mitigation.

Clydeplan supports the Metropolitan Glasgow Strategic Drainage Plan focussing on flood risk reduction and water quality improvement issues, as well as, the development of the Clyde and Loch Lomond Flood Risk Management Plan. The city region is also covered by the Scotland and Clyde Area River Basin Management Plans.

A variety of further guidance for flooding has been prepared recently including:

Scottish Government flood risk guidance (June 2015)

SEPA have provided technical guidance to ensure that planning authorities make use of Strategic Flood Risk Assessment (SFRA) to manage flood risk early on in the development plan process. The SFRA approach supports the NFP3 catchment scale approach and the SPP requirement that plans should prevent development which would have a significant probability of being affected by flooding or increase the probability of flooding elsewhere. The SFRA findings should be used to ensure new development is directed to areas of no or little risk of flooding in line with the SPP Risk Framework and mitigate and manage any outstanding risk.

National Flood Risk Assessment (December 2011) which identified potentially vulnerable areas.

The Clyde and Loch Lomond Flood Risk Management Plan 2016-2022 (June 2016) which needs to be read in conjunction with the Clyde and Loch Lomond Flood Risk Management Strategy (December 2015) published by SEPA. The strategy identifies where the risk of flooding and the benefits of investment are greatest and the actions to be taken. Much of West Dunbartonshire Council has been assessed as a potentially vulnerable area; actions identified include natural flood management work eg woodland planting to slow run-off; flood protection works for Gruggies Burn and maintain the existing flood defences along the Knowle Burn; a flood protection study to reduce flooding of properties along the Leven and the Clyde; and the preparation of a surface water management plan.

There are also River Basin Management Plans for Scotland (December 2015) and for the Clyde area, the purpose of which is to improve the quality of the waterbodies in the area and help deliver the Water Framework Directive requirements.

Contaminated Land

A new Planning Advice Note on the Development of Contaminated Land (December 2016) replaces PAN 33 and provides updated advice on the approach to

contaminated land in development plans. It states that planning authorities should not be deterred from allocating contaminated land for development on the grounds that a high level of remediation would be required for the new use. The PAN proposes a 'suitable for use' approach and that planning authorities should require applications to include suitable remediation measures for proposed new uses. Conditions should be out in place to ensure the land is remediated before the commencement of any new use.

Soils

The protection and enhancement of soils is one way to address climate change by protecting carbon stores. The National Peatland Plan (August 2015) identifies the benefits of healthy peatlands including biodiversity; good water quality and carbon storage; the need to manage and in some areas restore peatlands; and what is required of development planning.

Changes on the ground

Recent new developments have helped to create well designed successful places in West Dunbartonshire. They have included major capital projects by the Council, including continuing the renewal of the schools estate at Bellsmyre, the new Dumbarton Care Home at Crosslet, the replacement Council offices in Dumbarton town centre, the new Leisure Centre at Queens Quay, as well as, new Council housing. Social rented housing has continued to be provided by Housing Associations across the area, and the regeneration and expansion at Lomondgate has provided a major new residential location and a range of roadside services.

Four charrettes have been held in West Dunbartonshire in recent years – at Bowling Basin, Dumbarton Rock and Castle, Clydebank town centre and Balloch (jointly with the National Park). These have helped to promote the best possible design outcomes for these areas, including public realm work at Bowling Basin and for the waterfront path in Dumbarton.

Permission in principle has been granted and infrastructure funding as been put in place, to redevelop the largest area of vacant and derelict site in the West Dunbartonshire at Queens Quay. The development will include a major district heating scheme, which also has secured £6 million of funding from the Scottish Government which has been matched by the Council. A City Deal project has been established to provide a new road to unlock the development potential at Esso Bowling. These major redevelopments will create further successful places.

A major flood scheme has been completed with an attenuation pond built at Garshake to reduce flooding from the Knowle Burn in Dumbarton.

Policy Review

Policy DS1 This detailed development management policy reflects the ambition to create well designed and successful places. It is well-used and considered 'flexible'. It is likely to remain with possible minor changes to the wording. A criterion

protecting non-listed buildings which were nevertheless of historic value from demolition would be welcomed.

Policy DS2 The emphasis on the regeneration of vacant and derelict land, retaining the compact core and restriction on development outwith the urban area is likely to continue. The consolidation of green belt and wider countryside policies appears to have been successful, although the policy wording could be revised to support appropriate farm diversification.

Policy DS3 This policy is likely to remain, although there have been exceptions made for other good policy reasons (eg Lomondgate, Sandpoint, parts of Queens Quay); it may need to be a little bit more flexible. It has been difficult in some cases to encourage bus operators to include new developments on their existing routes. In some locations, despite meeting the requirements of this policy, new development has contributed to congestion and parking issues as the reduction in the use of the private car has not been realised as yet.

Policy DS4 Air quality is monitored regularly by Environmental Health and levels continue to show that there is no need for any Air Quality Management Areas to be established.

Policy DS5 This policy will now refer to the Planning Guidance on Renewable Energy which includes a spatial framework for wind energy. District heat mapping is likely to have a higher profile in the next plan.

Policy DS6 This policy will be revised to reflect the updated policy framework for flooding. Needs to include a hook to SuDS guidance in Our Green Network

Policy DS7 This policy will be re-worded to reflect the recent PAN. Amend wording to 'Developers will require to establish the nature of any contamination.....'

Policy DS8 This policy, added by the Reporter in response to a recommendation from RSPB Scotland and in order to align with SPP aim to protect soils, especially carbon –rich ones, is unlikely to change.

Summary of Issues

- This chapter reflects the national and regional emphasis on ensuring that new development is sustainable, and this is not likely to change substantially;
- Flooding guidance will have to be updated; and
- District heat mapping will be developed

Chapter 5 – Growing Our Economy

One of the key planning outcomes for Scotland is to be a successful sustainable place – supporting economic growth, regeneration and the creation of well-designed places.

West Dunbartonshire sits within the Glasgow and Clyde Valley region where NPF3 identifies opportunities to develop each of the seven key sectors with strengths in energy, financial services, universities, life sciences and tourism.

It further highlights the city-regions development of proposals for City Deal to drive employment and economic development across the area. Regeneration is the central focus across the region with partnership working key to this. The Plan highlights Strathleven as an area with significant potential for growth and regeneration.

There is more of a focus on renewable heat and current estimates indicate that renewable energy supports around 11,000 jobs in Scotland and this is expected to grow significantly over the coming years. A Low Carbon Economic Strategy is an integral part of the Government's Economic Strategy to secure sustainable economic growth and is a key component of the broader approach to meet Scotland's climate change targets and secure the transition to a low carbon economy.

High quality mobile and fixed broadband connections have become essential to support communities and business development in both rural and urban areas.

Scottish Planning Policy states that planning should address the development requirements of business and enable key opportunities for investment to be realised. It can provide support for sustainable economic growth by providing a positive policy context for development that delivers economic benefits. SPP further outlines that the planning system should –

- promote business and industrial development that increases economic activity while safeguarding and enhancing natural and built environments as national assets;
- allocate sites that meet the diverse needs of the different sectors and sizes of businesses are important to the plan area in a way which is flexible enough to accommodate changing circumstances and allow the realisation of new opportunities; and
- give due weight to net economic benefit of proposed development.

The LDP should align with the Councils local economic strategy (Economic Development Strategy 2015-2020). The Scottish Government Economic Strategy has a focus on increasing competitiveness and tackling inequality. It's approach to delivering sustainable economic growth is characterised by four key priorities:

- An economy where growth is underpinned by long-term sustainable **investment** in people, infrastructure and assets;
- An economy where growth is based on **innovation**, change and openness to new ways of doing things;
- A society that promotes **inclusive growth** and creates opportunity through a fair and inclusive jobs market and regional cohesion to provide economic opportunities across all of Scotland; and

- A country with an **international** outlook and focus, open to trade, migration and new ideas.

The Proposed Glasgow and Clyde Valley Strategic Development Plan was published in 2016 and is currently in examination. The SDP recognises the close relationship between economic activity and population change with a strong growing economy providing the basis for attracting and retaining population.

In this context and in support of the delivery of a low carbon based strategy, Clydeplan is seeking to continue the rebalancing of the city region's economy. This will involve a shift in part away from a service based economy towards a growth in high value products and services associated with the green technology sectors, the visitor economy and leisure services. The key delivery and outcomes focus for planning and place making for the economy is a rebalanced economy focused upon support for key economic sectors, the creation of high value jobs and the Strategic Economic Investment Locations, investment in the Strategic Freight Transport Hubs, delivery of the Glasgow and Clyde Valley City Deal and investment in digital infrastructure

Policy 5 of this Plan continues to support Lomondgate and Clydebank Riverside as Strategic Economic Investment Locations (SEILs) and additionally outlines that Local Authorities should identify locations/circumstances when other uses commensurate to the scale of the SEILs non-dominant role and function will be supported.

The Glasgow and Clyde Valley City Deal was created in 2014. City Deal along with employment schemes aimed at reducing unemployment across the city region, has established a £1.13 billion infrastructure fund. The fund, to be used over a 20 year project, will support a number of key potential projects including Exxon site development in West Dunbartonshire as part of the Clyde Waterfront Strategic Priority.

Changes on the Ground

Since April 2011, 9.47 ha of land has been developed for industrial and business use in West Dunbartonshire (April 2011 – March 2016). This includes development of a waste treatment facility at Auchincarroch, workshops at John Knox Street (Clydebank), manufacturing unit by Subsea 7 at Erskine Ferry Road in Old Kilpatrick and Label Graphics development at Clydebank Business Park, as well as an office pavilion also in Clydebank Business Park.

Generally, development of existing industrial and business land opportunities in the Plan has been limited. This includes sites at Vale of Leven Industrial Estate and the specific opportunity identified at Lomondgate. In total the Industrial and Business land supply in West Dunbartonshire at March 2016 was 84.58 ha, of which 35.05 is marketable or potentially marketable. The figures in the period 2011-2012 show a marginal difference (34.23ha marketable/potentially marketable and 84.62ha overall supply at 2011-2012).

Additionally, the roadside services area at Lomondgate has continued to develop with a new restaurant, petrol station and ancillary services as well as more recently extension of the Premier Inn Hotel which is currently underway.

In Dumbarton, development of a new Council Office is underway which will see the relocation of current office staff at Garshake Road moving down to Dumbarton town centre. Also in Clydebank staff within Rosebery House relocated to Aurora House at Queens Quay.

The last few years has also seen some pressure for alternative uses within some existing industrial and business locations. This was more evident at Clydebank Business Park where planning guidance has now been produced to give further advice to both developers and the Council in considering queries and applications.

Policy Review

Policy GE1

This policy provides support for a range of business, industrial and storage uses throughout the Plan area. Such opportunities are identified through Schedule 1 with most being considered as marketable and capable of being delivered over the Plan period. Schedule 1 is listed below with a status update, changes/updates should be reflected in the new Plan. Otherwise, the policy still remains relevant.

Schedule 1

LDP Site Reference	Progress
GE1(1)	Site developed, change to existing industrial and business land.
GE1(2)	No consent – remain as opportunity
GE1(3)	No consent – remain as opportunity
GE1(4)	No consent – remain as opportunity
GE1(5)	No consent – remain as opportunity
GE1(6)	No take up on the business park consent, possibility to consider some flexibility here.
GE1(7)	Planning consent for recycling facility, development started – change to existing industrial and business.
GE1(8)	Site has now been developed and occupied as office space by Northern Marine Management. Site will be removed from schedule.
GE1(9)	No consent – remain as opportunity
GE1(10)	No consent – remain as opportunity
GE1(11)	Northern Marine has consent for training facility and development is currently underway. Further consideration will be given to the remaining undeveloped part of the site as a further development opportunity.
GE1(12)	Further consideration will be given to extending the site to include an area of unused or underused car parking. Planning

	consent has been given for two commercial yards on the northern part of the site.
GE1(13)	The site has planning consent a recycling facility . The site is also adjacent to the proposed location of the Clyde Crossing: Renfrew-Yoker Bridge, which is a City Deal project. Remain as opportunity.
GE1(14)	Development of the site will likely depend on adjacent timber yard (as site was reserved for expansion) and adjacent housing opportunities. Remain as opportunity.
GE1(15)	The site is reserved for the expansion of Chivas bottling plant. This remains a current possibility for redevelopment, site to remain.
GE1(16)	There has been no interest in the development of the site but isolating the site would make it difficult to attract other uses. Remain as an opportunity.
GE1(17)	Site has planning consent for storage containers/office. Remain as opportunity.
GE1(18)	Planning consent for storage unit for adjacent business. Remain as opportunity.
GE1(19)	Esso – City Deal project to provide infrastructure including a new road, the alignment of which is considered to be a main issue within the site. Remain as opportunity.
GE1(20)	No current proposals, but the Carless site is considered to be a longer term opportunity. Remain as opportunity.
GE1(21)	Queens Quay should reflect the more up to date strategy for Queens Quay and a shorter term opportunity for an element of business. Remain as opportunity.

Each of the opportunities within the above schedule have a preferred industrial/business use class allocated to them i.e either Class 4/5/6 uses. Are these too specific? Some uses may also not typically fall into a specific 4/5/6 use. There is an opportunity to review the policy and consider whether it should be this specific in relation to the schedule.

Policy GE2

Where alternative uses are proposed within industrial/business areas, these require to be assessed against Policy GE2.

Planning guidance has been written for Clydebank Business Park which uses this policy as a basis to provide further supplementary information to guide and help inform decisions on planning applications for alternative uses in the business park. This guidance could be reviewed and usefully linked into the policy when writing the Proposed Plan. There is also scope to consider whether the guidance needs expanded to cover other areas within West Dunbartonshire.

Policy GE3

This policy provides support enhancing roadside facilities at Milton and Lomondgate. A further opportunity may be included at Lomondgate, which may introduce a schedule into the Policy.

Policy GE4

This policy provides support for new tourist accommodation, attractions and supporting infrastructure.

Policy GE5

Glasgow Airport noise contours and the safeguarding zone both apply to areas within West Dunbartonshire. The policy seeks to ensure no adverse impacts on the operations of the airport or that development will not be adversely impacted by aircraft noise.

Summary of Issues

- Whether any further flexibility is required at other existing industrial/business locations?;
- Reconsideration of some industrial/business opportunity locations such as Lomondgate where there has been no demand for a business park;
- Updating of strategies for key regenerations sites – Exxon and possible issue for location of proposed road (City Deal);
- Low-carbon – heat planning – see also ‘Developing Sustainably’ section; and
- Remove or retain specific 4/5/6 allocation to the schedule 1 sites

Chapter 6 - Building Our Communities

Changes in the Policy Framework

In recent years the policy emphasis has increasingly been on place-making and on improving the delivery rates of new housing. NPF3 (June 2014) promotes a place-based approach to development, and emphasizes the need to ensure a generous supply of land in sustainable places. Where infrastructure constraints are limiting the delivery of new housing, concerted efforts are to be made to remove them. The charrette process is one way that good place-making can be achieved through a design-led and collaborative approach.

SPP (June 2014) requires that plans identify a generous supply of land for housing across all tenures, and maintain at least a 5-year effective housing land supply at all times. LDPs should be informed by a robust and credible housing need and demand assessment, and reflect the housing supply targets and housing land requirements set by the SDP. Creating Places, also published in 2013, is a policy statement on architecture and place. It promotes the six qualities of successful places, and discusses some of the principle benefits of good architecture and places.

In January 2017 a consultation paper was produced reflecting the outcome of the review of the planning system. Whilst LDP2 will be produced under existing legislation, we will be aware of the changes likely in the policy and guidance for housing.

The Glasgow and the Clyde Valley Strategic Planning Authority (now Clydeplan) published their second Strategic Development Plan in January 2016 and which is now at Examination. The Plan sets out a vision for a compact city with a focus on regeneration. A main component of the spatial development strategy is a development corridor to reconnect communities with the River Clyde and reuse the significant reserves of vacant and derelict land. This corridor includes both Dumbarton and Clydebank.

The evidence base for assessing the housing land requirement is the Housing Need and Demand Assessment (HNDA), produced by Clydeplan and signed off as robust and credible in May 2015. The housing estimates produced are lower than those of the previous HNDA, and produced a different pattern of tenure with a need for fewer private and more social rented houses. Using this evidence base, realistic and deliverable housing supply targets have been set, with an element of generosity, to produce a housing land requirement for West Dunbartonshire for 80 social rented houses and 165 private houses per annum. The private land supply has been assessed as being in surplus within the relevant housing market areas. For West Dunbartonshire as a whole, the private sector land supply in the period 2012-2029 was assessed as 4,980, with the housing land requirement being 2,810, indicating a significant surplus in the land supply.

In November 2016, the Council published a Local Housing Strategy for 2017-2022 (including a Strategic Housing Investment Plan). The LHS reflects the Government's commitment to increase the delivery of new affordable housing, with a flexible 5-year grant and loan fund established to help tackle infrastructure blockages and accelerate delivery. Queens Quay and Dumbarton Harbour will be key areas for new housing development. In 2013, the Council built the first new council homes in 25 years; it aims to continue to build around 40 new homes annually, with the same number of housing association properties being provided also. More Homes Better Homes has recently increased this ambition to the provision of 200 social rented houses per annum.

Changes on the Ground

Private house completions over the last five years have not recovered markedly from the previous five years which were affected by the recession.

Sites already under construction in 2011 have generally continued at a slower pace, and only five sites of the 50 allocated in the LDP – Lomondgate Ph 2, Mary Fisher Crescent, Clydebank College, Islay Kerr House and Bowling Church - have produced any completions at all. One site is under construction. No additional windfall sites have provided completions during the period either.

However, significant progress has been made recently which is likely to bring forward mixed tenure development on two of the largest and most complex sites identified in the Plan. The Council has agreed to finance the infrastructure requirements necessary to undertake site preparation and provide the new access for Queens Quay allowing development to start. At Dumbarton Harbour, new developers have recently acquired the land and are in detailed discussions with the Council to progress development. Starts have also been made on sites at Castle Road, Dumbarton and Heather Avenue, Alexandria. Together these positive actions are likely to ensure the lower housing supply targets will be met over the next plan period.

In terms of the social rented sector, completions have increased slightly in recent years; and due to the nature of the sites, and the generally shorter length of time between site identification and development, seven of the 32 sites allocated in the LDP have been completed, and another four are under construction. The improved financial position, and the continuing identification of redevelopment sites for social rented sites is also positive.

Policy Review

Policy BC1 reflects SPP in requiring a five year effective housing land supply to be maintained at all times throughout the lifetime of the Plan, with the position monitored annually by the Housing Land Audit.

Over the past five years this has been achieved, and there has been no shortfall in the five-year land supply. However, the early delivery of sites in both the effective and the established supply has proved difficult. With the strategic and local focus remaining on urban regeneration and brownfield redevelopment, whilst the market is still relatively weak, it remains challenging to identify land which can deliver completions within five years. This policy was added by the Reporter as part of the examination process and is likely to remain relatively unchanged.

Policy BC2 identifies through Schedules 2, 3 and 4 the sites which represent the main opportunities for housing development within West Dunbartonshire. These sites allowed the all tenure housing supply target of 320 units per annum to be met to both 2020 and 2025.

The tables below, however, indicate that there has been little progress on many sites, particularly those identified for private housing. Of the sites released as part of the additional allocation in the LDP, none have provided completions yet, although full planning permission was granted for Stirling Road, Bonhill and Lomondgate Area 5, Dumbarton in August 2016.

Additional sites have continued to be identified since the LDP was published. These include small-scale conversions which are now under construction such as 127-133

High Street and Westonlea House, both Dumbarton; new permissions such as Cochno Waterworks, the Radnor Park Hotel in Clydebank and continuing land release as a result of changes to WDC's asset management.

The identification of Our Lady and St Patrick's High School, Dumbarton, Highdykes Primary School, Bonhill and a number of care homes across the authority will all contribute to the land supply in the future. Sites have also been identified for the delivery of new social rented houses, such as Second Avenue, Clydebank and Talisman Avenue, Dumbarton.

The new LDP will have to ensure that enough of the sites allocated for future housing development are deliverable in the next five years to meet the housing supply targets.

Schedule 2 - Opportunities for Private Housing

Ref	Location	Units	Planning Status
BC2(1)	Alexandria, Heather Ave	144	20 units under construction. No progress on remainder
BC2(2)	Alexandria, Wilson St	20	No planning permission
BC2(3)	Bonhill, Bonhill Quarry	139	Full planning permission lapsed
BC2(4)	Bonhill, 311 Main St	12	Full planning permission. Development not started
BC2(5)	Bonhill, 34 Burn St	12	Planning permission in principle. Development not started
BC2(6)	Jamestown, Levenbank Terrace	75	No planning permission
BC2(7)	Jamestown, Jamestown IE	60	No planning permission
BC2(8)	Jamestown, Napierstone Farm	8	Full planning permission. Development not started.
BC2(9)	Renton, Dalqhurn	100	Full planning permission. Development not started.
BC2(10)	Dumbarton, Notre Dame Convent	90	Full planning permission lapsed
BC2 (11)	Dumbarton, Lomondgate Ph 2	110	Under construction
BC2 (12)	Dumbarton, Castle St West/East	403	Planning permission lapsed; application for west site submitted
BC2(13)	Dumbarton, Mary Fisher Crescent	49	Complete
BC2 (14)	Dumbarton, Dumbarton FC	100	Full planning permission for 37. Development not started
BC2(15)	Dumbarton, Garshake Waterworks	4	Capacity reduced to single dwelling
BC2(16)	Dumbarton, Pinetrees	16	Developed for commercial use
BC2(17)	Dumbarton, Shed 7	237	Full planning permission.

			Construction started.
BC2(18)	Dumbarton, Castlegreen St.	90	No planning permission
BC2 (19)	Dumbarton, Cottage Hospital	10	No planning permission
BC2(20)	Dumbarton, Crosslet House	40	Care Home under construction
BC2(21)	Milton, Milton Brae	15	No planning permission
BC2(22)	Old Kilpatrick, Lusset Glen	4	Full permission lapsed
BC2(23)	Old, Kilpatrick, Carless	400	No planning permission
BC2(24)	Duntocher, Carleith	6	Full planning permission lapsed
BC2(25)	Duntocher, William St.	12	Full planning permission lapsed
BC2(26)	Hardgate, Old Mill Garage	25	Full planning permission. Development has stalled.
BC2(27)	Hardgate, Hardgate Hall	8	Full planning permission lapsed
BC2(28)	Clydebank, Thor Ceramics	92	Full planning permission. Development not started
BC2(29)	Clydebank, Clydebank College	123	Completed
BC2(30)	Clydebank, North Douglas St.	12	Full planning permission lapsed
BC2(31)	Clydebank, Graham Ave	45	Full planning permission granted for affordable housing
BC2(32)	Clydebank, John Knox St.	30	Permission in principle lapsed
BC2(33)	Cydebank, 834 Dumbarton Road	14	Full planning permission lapsed.
BC2(34)	Clydebank, Queens Quay	968	Permission in principle approved
BC2(35)	Former Transfer Station	10	No planning permission.
BC2(36)	Clydebank, Cable Depot Road	280	No planning permission
BC2(37)	St Andrews HS	50	No planning permission
BC2(38)	Braidfield HS	50	No planning permission.
BC2(39)	St Eunans PS	30	Undevelopable

Schedule 3 - Opportunities for Affordable Housing

Ref	Location	Units	Planning Status
BC2(40)	Haldane, Miller Rd	15	Complete
BC2(41)	Alexandria, Kippen Dairy	40	Under construction
BC2(42)	Alexandria, Leven Cottage	10	Under construction
BC2(43)	Alexandria, Susannah St	6	Under construction
BC2(44)	Alexandria, Mitchell Way	30	No planning permission.

BC(45)	Bonhill, Golfhill Drive	7	Full planning permission lapsed
BC2(46)	Bonhill, Bonhill PS	30	Full planning permission pending
BC2(47)	Bonhill, Croft St/Raglan St	15	No planning permission
BC2(48)	Renton, Dalqurn	49	Full planning permission. Development not started.
BC2(49)	Renton, Village Square	13	Full permission lapsed
BC2(50)	Renton, John St Depot	12	Under construction
BC2(51)	Bellsmyre, Valeview Terrace	36	Full planning permission lapsed
BC2(52)	Bellsmyre, Auchenreoch Ave	25	Completed
BC2(53)	Bellsmyre, Pennicroft Ave	6	Completed
BC2(54)	Bellsmyre, Muir Road	10	No planning permission
BC3(2)	Dumbarton, Lomondgate Area 4	32	Completed
BC2(55)	Dumbarton, Castle St East/West	91	Planning permission lapsed. Planning permission for west site submitted.
BC2(56)	Dumbarton, Dalreoch Quarry North	60	No planning permission
BC2(57)	Dumbarton, Hill St.	30	Completed
BC2(58)	Dumbarton, Townend Road	14	No planning permission
BC2(59)	Dalmuir, Auld St	16	Full planning permission. Development not started.
BC2(60)	Dalmuir, Beardmore Place East	37	Complete
BC2(61)	Dalmuir, Boquhanran Road	34	No planning permission
BC2(62)	Dalmuir, Caledonia St	40	No planning permission
BC2(63)	Clydebank, Queens Quay	120	Permission in principle approved.
BC2(64)	Clydebank, St Andrews HS	50	No planning permission
BC2(65)	Clydebank, Braidfield HS	50	No planning permission
BC2(66)	Clydebank, St Eunans PS	30	Undevelopable
BC2(67)	Clydebank, Granville St	33	Completed
BC2(68)	Clydebank, 354 Dumbarton Rd.	10	No planning permission
BC2(69)	Clydebank, Salisbury PI	25	No planning permission

Schedule 4 – New allocations identified to supplement existing land supply and ensure a generous supply of land for housing

Ref	Location	Units	Planning Status
BC2(70)	Alexandria, 101 Wilson St	4	Permission in principle lapsed.
BC2(71)	Bonhill, Stirling Rd	113	Full planning permission granted. No start
BC2(72)	Dumbarton, Lomondgate Area 5	55	Full planning permission granted. No start
BC2(73)	Dumbarton, Garshake Rd	100	No planning permission
BC2(74)	Dumbarton, Sandpoint Marina	100	No planning permission
BC2(75)	Dumbarton, Islay Kerr House	9	Under construction
BC2(76)	Bowling, Bowling Basin	72	Permission in principle approved
BC2(77)	Bowling, Bowling Church	4	Under construction
BC2(79)	Clydebank, Rosebery Pl	120	No planning permission
BC2(80)	Clydebank, Stanford St	120	No planning permission
BC2(81)	Aitkenbar PS	60	No planning permission
BC2(82)	Rothesay Dock	40	No planning permission

Policy BC3 addresses particular needs housing. As the population ages, there is a need for suitable housing which will allow older people to continue to live independently at home. There is also an anticipated demand for care home places; and provision to be made for the Traveller community. Sites allocated in the Plan and their progress are shown in Schedule 5.

Since the Plan was published, the Council has agreed proposals to provide two new Care Homes to replace a number of smaller Homes. The new Care Home for Dumbarton is under construction at Crosslet House (BC2(20)) and a site is being progressed at Queens Quay for the Clydebank Home. The sites of some of the smaller homes will provide opportunities for redevelopment.

Schedule 5: Sites for particular needs housing

Ref	Location	Particular Need	Planning Status
BC3(1)	Heather Ave, Alexandria	Care Home	Complete
BC3(2)	Lomondgate, Dumbarton	Sheltered Housing	Complete
BC3(3)	Dalreoch, Dumbarton	Travellers' site	No progress
BC3(4)	Garshake Rd, Dumbarton	Care Home	Under construction
BC3(5)	Auchentoshan, Clydebank	Care Home	No planning permission
BC3(6)	Cochno Waterworks, Clydebank	Care Home	Full permission granted, no start

Policy BC4 is intended to protect the residential amenity, character and appearance of existing neighbourhoods by not permitting any development which would cause significant harm. It is a well-used policy and the limited wording is welcomed because it allows for flexibility in interpretation when considering applications. Consolidated guidance on all householder applications would be welcomed.

Policy BC5 supports the community facilities proposals which are set out in Schedule 6, as well as others in appropriate locations. Good progress has been made on the proposals, including the construction of the replacement Our Lady and St Patrick’s High School in Bellsmyre which will complete the refurbishment of the authority’s secondary schools. Work is continuing to complete the modernization of the primary school estate.

Schedule 6: Opportunities for Community Facilities

Ref	Location	Proposed Facility	Planning Status
BC5(1)	adj to Vale of Leven Cemetery	Cemetery extension	Site search on-going.
BC5(2)	Howatshaws Rd, Dumbarton	Bellsmyre Primary Schools shared campus	Under construction
BC5(3)	Garshake Rd, Dumbarton	Cemetery	Complete
BC5(4)	Auchentoshan, Clydebank	Kilpatrick School rebuild	Under construction
BC5(5)	Queens Quay, Clydebank	Leisure Centre	Under construction
BC5(6)	Boulevard, Clydebank	Special Needs Care Centre	Consent lapsed
BC5(7)		Replacement Our Lady and St Patrick Secondary School	Under construction at Howatshaws Road, Bellsmyre

The policies in the LDP are complemented by two pieces of Supplementary Guidance:

- Residential Development: Principles for Good Design aims to ensure that all new development will create successful places. Checklists of detailed criteria that should be considered in relation to setting, layout, design, landscaping and streets are included.
- Our Green Network sets out how new development should safeguard, enhance and expand the green network and where opportunities exist to do this. It sets open space standards in terms of accessibility, quality and

quantity and the Council's expectations in terms of the design of green infrastructure and the contributions expected from developers.

Summary of Issues

The Main Issues Report should consider the following:

- Can the housing land supply meet the housing land requirement for each tenure?;
- What action is needed to deliver the housing supply targets?; and
- Consider consolidated guidance for all householder applications

Supporting Our Centres

Changes in the policy framework

NPF3 outlines a focus on cities for investment, with towns regarded as important centres where people live and work.

A National Review of Town Centres was undertaken in 2013 to consider and propose action to help town centres recover their drive. From this the Scottish Government produced the Town Centre Action Plan, with the town centre first principle at the heart of the plan.

SPP outlines that Planning for town centres should be flexible and proactive, enabling a wide range of uses which bring people into town centres. The planning system should:

- apply a town centre first policy when planning for uses which attract significant numbers of people, including retail and commercial leisure, offices, community and cultural facilities;
- encourage a mix of uses in town centres to support their vibrancy, vitality and viability throughout the day and into the evening;
- ensure development plans, decision-making and monitoring support successful town centres; and
- consider opportunities for promoting residential use within town centres where this fits with local need and demand.

SPP also outlines that plans should identify a network of centres including town centres which display a wide range of uses/functions. The spatial elements of town centre strategies should be included in the development plan or supplementary guidance. SPP additionally provides some guidance on the increased number/clustering of non-retail uses such as betting offices/high interest money lending premises outlining that Plans should provide policies to prevent an over-provision where these are considered to undermine the character and amenity of

centres or the well-being of communities. SPP continues on the sequential town centre first approach when planning for uses which generate significant footfall.

Clydeplan continues to identify Clydebank and Dumbarton as part of the Network of Strategic Centres. It's Vision and Spatial Development Strategy requires the network of strategic centres to be protected and enhanced, with investment required to support their long term respective roles and functions particularly in terms of the quality of offer, both throughout the day and into the evening, diversity, public realm, environment, continuing sustainable accessibility and the promotion of footfall generating uses. Schedule 2 of the SDP outlines the challenges and range of interventions that will be required to support the long term roles and functions of the strategic centres and requires that local authorities take these forward.

In 2014, a Charrette for Clydebank town centre was undertaken to develop a new community-inspired vision for Clydebank town centre. The strategy for this includes a range of development, transport and business actions. Projects were identified for the following key sites and locations:

- Playdrome – an opportunity for food and leisure or residential development providing active frontage onto all surrounding streets and the canal. A pocket park, with destination play facilities was suggested for the canalside part of the site, adjacent to 3 Queens Square.
- Rosebery Place – an opportunity for residential development, creating frontage onto Kilbowie Road and enhanced open space along the canal.
- Transport interchange on Chalmers Street – an accessible interchange linking bus and train facilities, creating a positive gateway for the town centre.
- Co-operative building – ideas suggested for bringing upper floors back into use included creative studios and business incubator spaces.
- 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 at both the northern ramped entrance to the Clyde Shopping Centre and in the service yards to rear of South Sylvania Way.

- South Sylvania way – refresh the public realm. Issues were also highlighted with regard to the number and clustering of pay day loan and betting shops in this location.
- Abbotsford Road – potential creation of a tenemental block along Abbotsford Road (on opposite side from Playdrome), with residential uses above ground floor non-residential uses. This would help ‘repair’ the urban form.
- Chalmers Street –development on the Co-op car park to front onto Chalmers Street and help repair urban form. Potential for ground floor of such a development to be part of transport interchange.
- Clyde shopping centre car park – recognition of confusing and fractured nature of Clyde Shopping centre car park and problems with access to it from Livingstone Street roundabout.

Changes on the ground

The last year has seen work begin on the new Council offices in Dumbarton town centre. They are scheduled to open in 2017 and will see the staff from the current office at Garshake Road relocate to the new town centre location. This development should contribute to increased footfall for the town centre.

Although development has not started south of Castle Street, there has been consent approved for outline of housing in the area to the west and more recently an application has been received for retail development including a Lidl foodstore for the area to the east.

At St James Retail Park (commercial centre at the edge of Dumbarton town centre) there is a vacant site to the east, this has consent for circa 6,500 sqm of retail floorspace and no development has yet taken place here.

The Mitchell Way area of Alexandria has been undergoing changes to allow for the redevelopment of the area (currently identified in the LDP as a redevelopment and foodstore opportunity). The above-shop flats have been vacated and units vacated in preparation for redevelopment of the site. There has also been some housing development at the northern area of the town centre.

In Clydebank, the Council Offices at Rosebery Place are preparing to be marketed for housing following relocation of staff to offices at Aurora House, Queens Quay. The Playdrome has been marketed and a preferred bidder is under consideration. The current market does not reflect demand for a superstore, as identified in the LDP Proposed Plan. Outline consent has been granted for a mainly residential proposal at Queens Quay, but incorporating an element of retail/commercial uses. A new care home and health centre will also locate here. Clyde Retail Park (commercial centre at the edge of Clydebank town centre), which is usually well occupied, has seen some vacancies over the last year including Next Clearance store and Brantano footwear.

The monitoring of town centre units over the last 5 years identifies no real strong trends however it is notable that Dumbarton town centre's floorspace vacancy reduced by 8%; however, it still remains the highest at 21% vacant floorspace. Over the last few years the Council received increased interest for betting office/pay day lender/amusement arcade uses in town centre locations. In response to this, the Council produced planning guidance which provides further information when considering queries and applications for such uses.

There have been no significant retail developments in West Dunbartonshire over the last 5 years. However, consent was approved at Antartex and Lomond Galleries for refurbishment/additional retail floorspace and the vacant site at St James Retail Park renewed their consent.

Policy Review

Policy SC1

This policy outlines that retail development within the network of centres should comply with the network of centres strategy as outlined in Table 5 and the development opportunities outlined in Schedule 7. Any proposals not in accordance with this is required to be assessed against the criteria outlined in the policy.

Schedule 7 Town Centre Retail Development Opportunities

SC1(1) Mitchell Way, Alexandria – to be updated with the most up to date marketing of site but still remains a development opportunity.

SC1(2) Artizan Centre, Dumbarton – this is still a vacancy hot spot within the town centre and therefore an opportunity still exists here to address this.

SC1(3) Argyll Road/Chalmers Street, Clydebank – Council have agreed disposal of the site which is subject to further planning permission. An opportunity specifically for an 8,000sqm superstore is not viable in the current market. An opportunity promoting suitable town centre uses should be considered here.

SC1(4) Sylvania Way South, Clydebank - There is still scope for refurbishment given the less attractive nature of the southern external shopping area.

Other opportunity sites – Consideration will be given to whether Lomond Galleries should be protected in the Plan i.e Listed Building opportunity. It has consent for a food store however it is an out of centre location.

Policy SC2

Policy SC2 seeks to retain a retail core within Clydebank and Dumbarton town centres. Therefore proposals for a change of use away from retail (Class 1 uses) are required to be assessed against the criteria of the policy.

Recent changes to planning legislation outline that betting shops and pay loan shops are now sui generis uses and are no longer Class 2. Additionally planning guidance

was recently produced in relation to betting shop and pay day lender uses within the retail cores of Clydebank and Dumbarton. It gives further guidance when considering applications for such uses. Whilst there is concern around any increase in the number of these types of uses, there are other uses which are not Class 1 retail (i.e cafes) which are complimentary to a town centre. Consideration should be given to whether a core retail policy is still required and whether it should only target those uses which are deemed uncomplimentary.

Policy SC3

This policy encourages non-retail uses where these would be complementary to a town centre role/function including leisure uses/public services and requires that non-retail uses in local centres are assessed in terms of impact on amenity.

No issues have been highlighted with this policy and therefore it is expected that this will be rolled over into the forthcoming Plan.

Summary of issues

- Possible removal of retail core with some restrictions still in place (with PDL/BO guidance to support);
- Vacancies in Dumbarton town centre; and
- Clyde Retail Park vacancies and general retail park improvements? Also for thought is the Antartex and Lomond Galleries.

Enhancing Our Green Network

Changes in the Policy Framework

Scotland's Third National Planning Framework was published in 2014 and emphasizes the importance of our environment as part of our cultural identity, an essential contributor to well-being and an economic opportunity. The spatial strategy aims to build resilience and promotes protection and sustainable use of our environmental assets.

Scottish Planning Policy, also published in 2014, sets out how this should be delivered on the ground by protecting, enhancing and promoting access to key environmental resources, while supporting their sustainable use. Valuing the natural environment, maximising the benefits of green infrastructure as an integral component of successful placemaking, promoting responsible extraction of resources, supporting aquaculture, and managing flood risk and drainage are the key environmental subject policies identified within the SPP.

Clydeplan identifies the environment as a major strategic economic asset and a platform for the city-region's growth. It recognises the potential tension between developing the economy while protecting the environment and states that two key

mechanisms for addressing these competing demands are the promotion of a Green Network and Green Belt.

Within West Dunbartonshire, the proposed new plan identifies Dumbarton, Bowling and Clydebank as Strategic Delivery Areas where the opportunity exists to address matters relevant to the four green network priorities of health, climate change, access and habitat creation. The Green Belt has a significant role to play in sustainable development and its boundaries should be clearly designated within the local development plan and consistent with other local development plan areas.

Changes on the Ground

There have been no significant changes on the ground in this regard.

Policy Review

Policy GN1 relates to development that would result in the loss of open space. Such developments will not be permitted unless provision of an open space of equal or enhanced quality and value is provided with the development or its vicinity. The policy also covers playing fields and sports pitches, which should not be developed except where the development is ancillary or would involve a minor part of the playing field, or where a new/upgraded playing field is provided.

Some clarification may be required within this policy to make it clear that it applies to all areas of open space, and not just those highlighted as such on the LDP map.

Policy GN2 requires development to follow the Integrating Green Infrastructure approach to design by incorporating SuDS, open space, paths and habitat enhancements.

Current wording of the policy refers to supplementary guidance, which would be helpful to both officers and developers as it would make it clear what is expected and provide examples of good practice.

Policy GN3 seeks to prevent development that would adversely affect the integrity of sites designated for nature conservation or would harm protected species. Such developments will be allowed in limited circumstances, for example, in relation to Natura 2000 sites, where there are no alternative solutions and there are imperative reasons of overriding public interest. This policy also covers development affecting non-designated habitats.

Within the body of the written statement it is mentioned that there is a hierarchy of protection for species and designated/non-designated habitats, however, this is not clear in the wording of the policy. Policy should explain why there are different requirements depending on the status of the site.

Policy GN4 aims to protect the local landscape character of the area. The policy identifies the Kilpatrick Hills in particular and states that development will be required to protect and, where possible enhance, their special landscape qualities.

This policy is considered to be adequate in terms of its purpose and wording.

Policy GN5 supports the expansion and enhancement of woodland where appropriate, including the planting and management of native species. Development that would result in the loss of trees or woodland of amenity, cultural, historical, recreational or biodiversity value will not be permitted unless clear justification can be given and appropriate replanting can be agreed.

The first part of this policy relates to planting and enhancement of woodland, which does not require planning permission, therefore consideration will be given to keeping, removing or amending the statement. Consideration will also be given to specifically mentioning Tree Preservation Orders and Conservation Areas within the policy.

Policy GN6 seeks to protect and improve the quality and enjoyment of the water environment through a list of measures including: minimising pollution of waters, treating surface water with SuDS, supporting the objectives and actions of the River Basin Management Plan for Scotland, the Clyde Area Management Plan and encouraging access to waterways.

This policy is considered to be adequate in terms of its purpose and wording.

Policy GN7 states that development along the Forth and Clyde Canal should enhance this green network asset, and development that would have an adverse impact on the canal or its setting will not be permitted.

This policy is considered to be adequate in terms of its purpose and wording.

Policy GN8 seeks to protect core paths, rights of way and other important routes from development that would result in their loss unless acceptable alternative provision can be made.

This policy is considered to be adequate in terms of its purpose and wording. Section 8.10 explains the Council's stance on Advance and Temporary Greening, but there is no policy. Consideration will be given whether to develop a policy in this regard.

Summary of Issues

- Amendment to Policy to clarify that open space applies to all areas of open space;
- Review of allotments and if new allotments need to be identified.
- Review of the green infrastructure policies to ensure they are fit for purpose and enhance the green network.

Protecting Our Built Heritage

Changes in the Policy Framework

NPF3 identifies the historic environment as an integral part of our well-being and cultural identity. SPP regards the historic environment as a key cultural and economic asset that should be seen as integral to creating successful places. It states that the planning system should promote the care and protection of the designated and non-designated historic environment and its contribution to sense of place, cultural identity, social well-being, economic growth, civic participation and lifelong learning. It should also enable positive change in the historic environment which is informed by a clear understanding of the importance of the heritage assets affected and ensure their future use. Local development plans and supplementary guidance should provide a framework for protecting and, where appropriate, enhancing all elements of the historic environment. The historic environment includes listed buildings, conservation areas, Scheduled Monuments, World Heritage sites, gardens and designed landscapes, and archaeological sites.

The Historic Environment Scotland Policy Statement 2016 replaced the Scottish Historic Environment Policy 2011 and sets out Historic Environment Scotland's functions in relation to listing and scheduling, consents and appeals. HES is a key agency for development planning, a consultation authority for Strategic Environmental Assessment and a consultation body in its own right on a number of pieces of legislation for Environmental Impact Assessment in Scotland. Planning Authorities are also directed towards Historic Environment Circular 1 (published 2016) and Historic Environment Scotland's Managing Change in the Historic Environment guidance note series to assist them in development planning.

Changes on the Ground

West Dunbartonshire has five conservation areas, the largest of which is the Kirktonhill Conservation Area in Dumbarton. In 2016, the Council carried out an appraisal of the Kirktonhill Conservation Area to identify and assess its special features and also any issues that have the potential to be detrimental to its character. On the basis of the appraisal, it was recommended that the boundary of the Conservation Area should be altered to include Levensgrove Park and to exclude an area of modern housing and a commercial garage. The boundary change was approved by the planning committee in November 2016.

Since the previous LDP, there have been a number of significant developments involving listed buildings within the plan area. The B-listed Clydebank town hall and adjacent C-listed former baths and swimming pool complex (which is on the Buildings at Risk Register) has undergone remodeling to provide a modern civic space and garden area. Former railway arches at Bowling Harbour Basin have been refurbished to form commercial units including a café and a gift shop, and within Dumbarton town centre the A-listed façade of the Old Academy building (also on the Buildings at Risk register) is currently being developed as the site for new Council offices.

Antonine Wall

On the orders of Emperor Antoninus Pius, construction of the Antonine Wall and its many forts and fortlets commenced around AD 142. It was abandoned following his death in AD161. Extending 37 miles from Old Kilpatrick in West Dunbartonshire in the west to Carriden in Falkirk to the east, the Antonine Wall represents the most north-westerly extent of the Roman Empire's general system of defence, otherwise known as Limes.

The last of the Frontiers to be built, the Antonine Wall is Scotland's largest and most important Roman monument. Acting as a physical barrier and symbol of control during the Second Century AD, the Antonine Wall was Rome's most northerly and most complex Frontier.

The Antonine Wall is one part of the much larger Frontiers of the Roman Empire World Heritage Site (FREWHS). Enclosing the Mediterranean world and surrounding areas, it was protected by a network of frontiers from the Atlantic Coast in the west, to the Black Sea in the east; from central Scotland in the north to the northern fringes of the Sahara Desert in the south. The FREWHS was nominated onto the World Heritage Site list under the following criteria:

- On the basis that the Antonine Wall is the most complex and developed of all Roman Frontiers;
- As the most northerly frontier of the Roman Empire, the Antonine Wall reflects the wish of Rome to rule the world; as well as being a physical manifestation of a change in Roman imperial foreign policy following the death of emperor Hadrian in 138;
- On the basis that the Antonine Wall was constructed at the time when writers were extolling the virtues of Roman frontiers; that it bears an exceptional testimony to the military traditions of Rome; and is an exceptional example of the methods developed by the Romans to protect their empire.

This is the first pan Antonine Wall project designed to increase awareness and understanding of, and engagement with the Frontiers of the Roman Empire World Heritage Site. The Management Plan partners (Historic Environment Scotland, West Dunbartonshire, East Dunbartonshire, Glasgow City, Falkirk and North Lanarkshire Councils) have collaborated to design a series of initiatives – in response to community and stakeholder interests – that will be delivered over a three year period, creating direct and indirect benefit to areas adjacent to the line of the Wall and beyond. A team of three staff will develop a deliver a series of projects including, the creation of community led engagement projects, 5 replica Roman distance slabs, 5 outdoor interpretative activity facilities, the reshooting of a historic film charting the route of the Wall, initiatives delivered in museums across Scotland, and formal and informal educational resources.

The project has been awarded stage 1 development phase funding by the HLF totaling around £150,000 and has seen the appointment of a Project Manager to develop the project further for an application for Stage 2 which would see the £1.5

million project, if successful, enter into the delivery phase of the project from 2018-2021.

Goldenhill Park

The Antonine Wall is a huge part of West Dunbartonshire's heritage and history. The overarching aim of the 'Enhancing our Heritage' project is to conserve this heritage and to increase awareness and understanding of it.

The project, which has been successfully implemented, focussed on West Dunbartonshire's only remaining and therefore invaluable section of the Wall, which sits within Goldenhill Park, Clydebank. The key physical elements of the project comprise of:

1. Undertaking an archaeological clean-up (removal of vegetation/debris) of the remaining wall ramparts, to ensure these important remnants are conserved for years to come;
2. Designing and installing new railings to protect and frame the rampart, ensuring that this important piece of our heritage is shown the care and presentation that it merits;
3. Amending the grass cutting regime in the park to depict on the ground the line of the Wall running through the park.

In tandem with the physical works, the project raised understanding and appreciation of the Wall within the local community and in particular with local children. The project:

1. Engaged local school children in the design of the new railings. This will involve working with primary 4 pupils at Goldenhill Primary School, which is adjacent to the Park. Workshop sessions were held, facilitated by Historic Scotland, the Clydebank History Society, WDC and a specialist blacksmith, to engage the pupils on the importance of the Wall and the impact of the Romans in general. Replica artefacts from Historic Scotland and the Clydebank Museum were used in the workshops. Based on what they have learnt, the pupils were encouraged to create artworks/images, several of which were used by the blacksmith and incorporated into the final design of the railings;
2. Engaged local school children in archaeology. The archaeologist undertaking the conservation of the rampart visited the school to talk to primary 4 pupils about the purpose and value of archaeology. The pupils will then visit the Park to see the archaeologists at work and will get to try out some digging techniques.
3. Included a community event to coincide with the unveiling of the new railings. This included a small community dig to be held over a 1/2 day within Goldenhill Park, but out with the scheduled area. Facilitated by archaeologists, this allowed members of the community to have a go at

archaeology and raised awareness of the importance of archaeology and the Wall in their local area. To coincide with this, the Clydebank History Society led a guided walk, from Old Kilpatrick to Goldenhill Park, raising awareness and understanding locally of the Wall's importance.

Policy Review

Policy BH1 aims to protect the Antonine Wall and its setting from development that would have an adverse impact. It refers to the Antonine Wall supplementary guidance and the Antonine Wall Management Plan.

This policy is considered to remain relevant and is adequate in terms of its purpose and wording.

Policy BH2 aims to protect Scheduled Monuments and their setting from development that would have an adverse effect. The policy also covers all other archaeological sites, which should be preserved in-situ where possible or provision made to excavate, record and archive archaeological remains.

This policy is considered to remain relevant and is adequate in terms of its purpose and wording.

Policy BH3 states that demolition or development that would adversely affect the special interest, character or setting of a listed building will not be permitted, while appropriate enhancement of listed buildings will be supported. Enabling development that would result in the retention or restoration of a listed building and which is appropriate in terms of its design, use and scale will be supported.

The wording of this policy begins with demolition and refers to it in the same sentence as development in general relating to listed buildings. It may be better to refer to demolition separately given that it can have a much larger and more significant impact than development in general and is typically not supported.

Policy BH4 seeks to protect Conservation Areas from development that would harm their character or appearance, including demolition of buildings and structures that contribute to the character of the area.

This policy is generally well worded and serves its purpose. The residential development supplementary guidance refers to development within sensitive sites (i.e sites within or adjacent to conservation areas etc). It may be worthwhile mentioning this in the policy to direct developers towards the guidance.

Policy BH5 states that development that would affect a Garden and Designed Landscape should seek to protect and appropriately enhance its important features.

This policy is considered to remain relevant and is adequate in terms of its purpose and wording.

Summary of Issues

- New policy on demolition of a listed building (including partial demolition) and also within a Conservation Area;
- Consideration will be given to designation Dumbarton Town Centre as a Conservation Area.

Most of the existing policies are considered to cover the main considerations relating to the historic environment and are clear in their aims and objectives. Two of the policies could be re-worded slightly to provide improved clarity and direction for those applying the policies to proposed developments.

Supporting Development

Changes in the Policy Framework

NPF3 has a commitment to strengthening transport links within and outwith Scotland through investment in the transport network.

SPP outlines the need for development plans to promote opportunities for sustainable travel and assist the integration between modes. Plans should also identify any new transport infrastructure or public transport services, including cycle and pedestrian routes, trunk road and rail infrastructure. There is support for positive changes in transport technologies such as charging points for electric vehicles and plans should identify active travel networks.

In line with Transport Scotland's DPMTAG guidance, when preparing development plans the planning authority is expected to appraise the impact of the spatial strategy on the transport network. A transport appraisal should be undertaken at a scale and level of detail proportionate to the nature of the issues and proposals being considered. Where there are potential issues for the strategic transport network, the appraisal should be discussed with Transport Scotland.

The proposed SDP's vision and spatial strategy outlines support for sustainable transport options and the integration of land use and transport. It also provides further emphasis on active travel with a policy on strategic walking and cycling network requiring development plans to safeguard walking and cycling networks and promote opportunities for enhancement.

The Councils current Local transport Strategy covers the period 2013 – 2018 outlines improvements to the area's transport network. It builds upon the previous LTS to address local issues with a focus on deliverable and achievable actions in the short to medium term.

Changes on the Ground

Church St roundabout improvements in Dumbarton have been undertaken as well as a new junction in place leading into the town centre. Also a town centre one-way circulatory is in place.

The council is pursuing City Deal funding for infrastructure at Esso Bowling to stimulate development of the site by providing access as well as an alternative access to the A82 between Dumbuck and Dunglass (A814 link).

Proposals are currently being prepared to improve connections and enhance traffic and pedestrian links between Clydebank town centre and Queens Quay, focusing on a key section of Glasgow Road.

As identified in the last LDP, a solution to address traffic issues at Kilbowie roundabout has been identified and although this has not yet been implemented it still remains an aspiration for the Council.

Policy Review

Policy SD1 supports the Councils transport schemes and protects the road network by ensuring compliance with Roads Development Guidelines and parking standards, avoiding unacceptable congestion and providing/contributing to improvements to the network that are necessary as a result of the development. Additionally new junctions on trunk roads will not normally be acceptable. The Policy could additionally refer to Active Travel Strategy. Overall the policy is still relevant and should remain.

Policy SD2 refers to sites outlined in Schedule 8 which are identified as suitable for the management of waste. It outlines the circumstances under which the development of facilities contributing to the management of waste will be supported at the sites in Schedule 8 and other locations. This policy has been useful and should remain.

Policy SD3 outlines that development to improve communications infrastructure will be supported where it avoids adverse impact. Some communications works are now permitted development and the policy should be updated to reflect this however the policy is still considered to be useful.

Policy SD4 supports the continuation of aggregate extraction at Dumbuckhill and Sheephill quarries. Expansion of mineral and aggregate extraction at these locations require to be accompanied by restoration and aftercare proposals and minimise negative impact on the green network, built heritage, residential amenity and the operations of other businesses. This policy is considered useful and should remain.

Policy SD5 relates to advertisements and the compliance of these with the criteria outlined. The Policy still considered to be of use but paragraphs 2 and 3 could be simplified.

Summary of Issues

Feeding in the Local Transport Strategy improvements to the LDP where necessary.

Updating of policy to reflect changes to permitted development rights.

Promotion of active travel and support for electric vehicles.

Following discussions with Transport Scotland and review of potential housing sites, it was agreed that a detailed transport appraisal is unlikely to be required.

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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 ਰਿਕਾਰਡ 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.