

**WEST DUNBARTONSHIRE COUNCIL**

**Report by the Director of Housing, Regeneration and  
Environmental Services**

**Planning Committee: 6 September 2006**

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## **PLANNING APPLICATION REPORT**

**APPLICATION NUMBER:** DC06-027

**PROPOSAL:** Formation of 2 roundabouts and associated works  
(reserved matters)

**SITE:** Cart Street/Glasgow Road and Cable Depot  
Road/Dumbarton Road, Clydebank

**APPLICANT:** Stewart Milne Homes  
3 Kilmartin Place  
Uddingston  
Lanarkshire

**AGENT:** N/A

**WARD:** 2

**DATE REGISTERED:** 23/02/06

**PUBLICITY:**

<b>Category</b>	<b>Published</b>	<b>Expiry</b>	<b>Publication</b>
Neighbour notification	01/06/06	15/06/06	Clydebank Post

**REPORT:**

**A. SITE DESCRIPTION**

The site comprises two separate sections of the A814 Glasgow Road/Dumbarton Road, at either end of the former John Brown shipyard site on Clydebank riverfront.

The first part of the application site comprises the junction of Dumbarton Road and Cable Depot Road, and the existing Clydebank Boilermakers Social Club building. It is proposed to demolish the latter to make way for the proposal, and there is a separate application for a replacement social club building at Bruce Street on the agenda for this committee meeting. The site is largely surrounded by vacant industrial and railway land (including the disused

Lanarkshire & Dunbartonshire Railway overbridge), although there are tenements along the south side of Dumbarton Road immediately to the east of the site.

The second site comprises the existing signalised crossroads at the junction of Glasgow Road, Argyll Road and Cart Street. This junction is surrounded by residential flats on three sides, including two small corner shops on the north side of Glasgow Road, whilst the fourth side comprises the disused shipyard land. All of the neighbouring flats are well set back from the junction. A pedestrian underpass crosses under Glasgow Road to the east of the junction.

## B. DEVELOPMENT DETAILS

The proposal requires to be considered in the context of other proposals for the wider area. The outline permission for the redevelopment of the former John Brown shipyard site (permission DC02/283) requires that the principal vehicular accesses into the site should be two new roundabouts at the junctions of Cart Street / Glasgow Road and Cable Depot Road / Dumbarton Road. The outline permission relating to the former Cable Depot site (permission DC04/512) contains a similar condition relating only to the Cable Depot Road / Dumbarton Road junction.

This application therefore seeks permission for two new roundabouts. At the Cable Depot Road / Dumbarton Road junction, the existing substandard junction would be replaced by a three-way roundabout. This would require the demolition of the existing Clydebank Boilermakers Social Club building. At the Cart Street / Glasgow Road / Argyll Road junction, a new four-way roundabout would be provided. The existing pedestrian underpass would be retained and extended slightly.

## C. DEVELOPMENT PLAN POLICIES

The Clydebank Local Plan 2004 allocates the former shipyard site as Redevelopment Opportunity Site GD1(10), with potential for business, residential, leisure and public service uses.

Policy T1 indicates support for measures to provide or improve access to sustainable travel modes, including walking, cycling and public transport.

Policy T2 indicates that the Council will identify opportunities for access improvements to the Clydebank riverside area and Clydebank town centre, to link with existing road, parking and footpath infrastructure.

Policy T4 indicates that developers should ensure that sites are well integrated with walking, cycling and public transport routes and that appropriate new infrastructure is provided if required. All new roads, footpaths and cycle paths should be constructed in accordance with the Council's adopted design standards.

#### D. CONSULTATIONS

BAA	No objection, subject to lighting being designed so as to ensure that it does not reduce the effectiveness of aerodrome approach lighting at Glasgow Airport.
SPT	No objection, subject to appropriate re-siting of bus stops.
Clydebank Rebuilt	No objection to principle, but observations on pedestrian access.

#### E. REPRESENTATIONS

Scottish Power objects to the application due to lack of information about the impact upon its infrastructure.

#### F. ASSESSMENT

The Council has already accepted the principle of replacing the existing junctions with roundabouts, and indeed has specified that roundabouts must be employed. The outline permissions for the former John Brown shipyard and the former Cable Depot site each contain conditions requiring that roundabouts be formed at the principal accesses. Roundabouts are an essential part of the access strategy for the riverfront, because the provision of roundabouts at either end of the site will enable the use of side streets on a left-in-left-out basis. This avoids the need to create additional signalised junctions along the A814, which could not easily be accommodated and which would be detrimental to the flow of traffic. The design of the proposed roundabouts is considered to be broadly acceptable in traffic flow terms, although the final geometry is yet to be agreed.

Whilst the use of roundabouts provides the most satisfactory means of vehicular access to the riverfront area, its effect upon pedestrian access is not ideal. Roundabouts are intrinsically less convenient for pedestrians than are conventional signalised junctions. Signalised pedestrian crossings (such as pelican crossings) cannot easily be provided close to the exits from the roundabouts without causing traffic to tail back onto the roundabout, blocking it to all traffic. Fully signalised roundabouts occupy a great deal of space, and would not be possible on either of the proposed sites.

The proposed roundabout at Cable Depot Road / Dumbarton Road is considered to be generally acceptable in terms of pedestrian routes. At present, there are no formal pedestrian crossings in the vicinity of the existing junction. The proposal will include traffic islands on all three approaches to the roundabout, which would form convenient crossing points for pedestrians. Final details of these crossing points require to be agreed.

The proposed roundabout at Cart Street / Glasgow Road / Argyll Road would be less convenient for pedestrians. At present, this is a signalised crossroads incorporating a pedestrian phase, which allows convenient pedestrian movement at surface level in all directions across the junction. The proposed roundabout is not compatible with signalised pedestrian crossings. Pedestrians wishing to cross the road at this point would therefore have three options, none of which would be as convenient for pedestrians as the existing signalised crossroads:

- Use of existing or relocated signalised crossings remote from the roundabout. This would lengthen pedestrian journeys by making them less direct.
- Crossing at the roundabout, using the traffic islands as refuges. This would allow pedestrians to continue use the existing, direct, routes across the road, but without the protection of traffic signals.
- Using the existing underpass, where possible. This caters for only one of the four potential crossing movements at the junction, and may not be attractive to all pedestrians due to concerns about security.

However, notwithstanding these problems it is considered that pedestrian access across the junction would remain acceptable. The proposal represents an acceptable balance between the needs of pedestrians and road traffic, and is an essential prerequisite of the regeneration of the Clydebank waterfront.

#### G. CONCLUSION AND RECOMMENDATION

**Grant approval of reserved matters, subject to conditions.**

#### H. CONDITIONS

1. **The development shall commence not later than 3 years from the date of this permission (or 5 years from the date of the original outline permission, whichever is the longer).**
2. **No development shall commence until full details of improved pedestrian crossing provision at each roundabout have been agreed in writing with the Director of Housing, Regeneration and Environmental Services. Such improved provision shall include:**
  - (a) **dropped kerbs and pedestrian refuge islands on every approach to each roundabout;**

**(b) upgrading of the pedestrian underpass at Argyll Street / Cart Street, so as to improve its accessibility, security and attractiveness to pedestrians.**

- 3. Exact details and specifications of all proposed external finishing materials (including roofing materials) shall be submitted for the further approval of the Director of Housing, Regeneration and Environmental Services prior to any work commencing on the site. The materials used shall closely match those used in previous environmental improvement works to the Glasgow Road / Dumbarton Road corridor, as approved under permission DC03/150)**
- 4. Prior to development commencing, full details of the means of surface water disposal, which shall be by way of a Sustainable Urban Drainage System (SUDS), shall be submitted to and approved in writing by the Director of Housing, Regeneration and Environmental Services.**
- 5. All landscaping shall comply with the Civil Aviation Authority's 'Safeguarding of Aerodromes Advice Note 3 – Potential Bird Hazards from Amenity Landscaping and Building Design'.**
- 6. Prior to any work commencing on site, full details of the schemes of lighting required during construction and for the completed project shall be submitted to the Director of Housing, Regeneration and Environmental Services for approval, and such schemes shall specify that lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alteration to any approved lighting scheme shall take place without the written approval of the Director of Housing, Regeneration and Environmental Services.**
- 7. No construction works audible at the site boundary, or such other places as may be agreed in writing with the Director of Housing, Regeneration and Environmental Services, shall be carried out outwith the hours of 0800 to 1800 Monday to Saturday, and not at all outwith these hours or on Sundays or public holidays, without the prior written agreement of the Director of Housing, Regeneration and Environmental Services.**
- 8. All plant and machinery used during construction shall be used in accordance with the relevant Code of Practice specified in the Control of Noise (Codes of Practice for Construction and Open Sites) Order 2002.**

9. Details of noise mitigation measures and details of steps proposed to minimise the creation of noise and dust during construction shall be submitted to and agreed with the Director of Housing, Regeneration and Environmental Services before any work commences on site.
10. No cranes or any other structures shall be erected to a height exceeding 50.25m above ordnance datum at any time during the development of the site.

**David McMillan**  
**Director of Housing, Regeneration and Environmental Services**  
**Date: 22 August 2006**

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**Wards affected:** 2

**Appendix:** None

**Background Papers:**

- (a) application forms and plans;
- (b) letter of representation from Scottish Power;
- (c) consultation responses from:
  - (i) SPT;
  - (ii) BAA, and;
  - (iii) Clydebank Rebuilt;

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