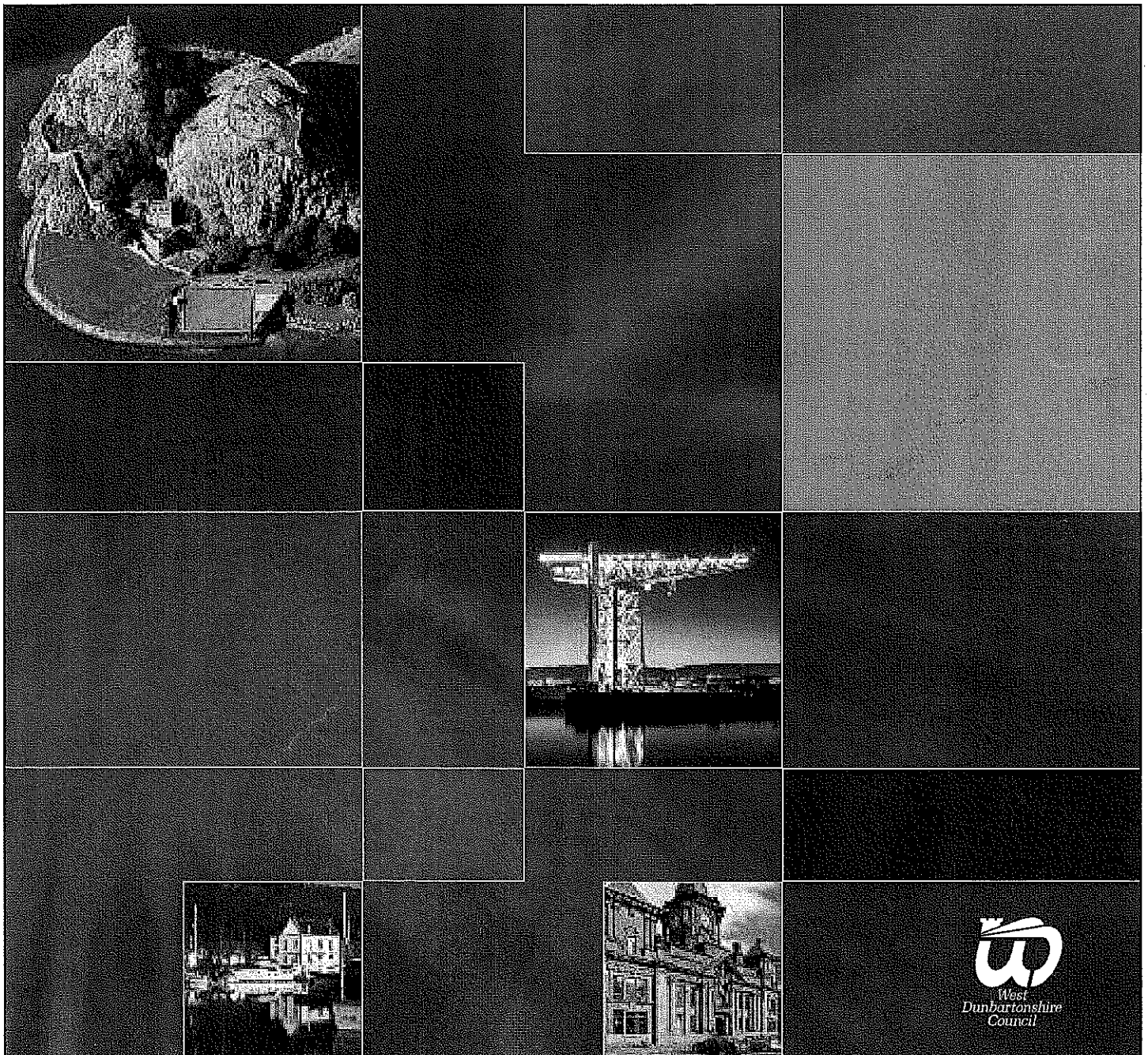


## West Dunbartonshire Local Development Plan

# Main Issues Report



## **Introduction – Key Regeneration Sites**

The social and economic regeneration of West Dunbartonshire is a Strategic Priority of the Council and at the heart of the regeneration challenge from a land use planning perspective are a number of Key Regeneration Sites.

The need for regeneration in West Dunbartonshire is recognised by the Scottish Government through ongoing support for the Clydebank Rebuilt Urban Regeneration Company and the Clyde Waterfront regeneration area, which is recognised in the National Planning Framework. Clyde Waterfront is also a key component of the Proposed Glasgow and Clyde Valley Strategic Development Plan. The National Planning Framework also recognises the Strathleven Corridor, including Dumbarton and the Vale of Leven, as offering substantial opportunities for regeneration, economic development and environmental improvement and the Strategic Development Plan invites the Council to investigate the regeneration requirements of the Corridor with a view to having these included in a future revision of the Plan.

West Dunbartonshire's Key Regeneration Sites are located throughout the Clyde Waterfront and Strathleven Corridor areas and are identified owing to their scale, complexity, prominence and their potential to contribute to the economic development of the area. The Main Issues Report identifies these as:

Lomondgate  
Dumbarton Waterfront  
Esso Bowling  
Bowling Basins  
Carless, Clydebank  
Queens Quay, Clydebank

Some of these sites are subject to their own Issue, but initially we seek your views on whether you agree these are the Key Regeneration Sites within West Dunbartonshire, and your comments on the suggested preferred uses and actions required to bring about successful development.

This section also seeks your views on the opportunity the best approach to maximising the regeneration opportunities within the Strathleven Corridor, and a specific Issue considers the proposed Lomond Canal.

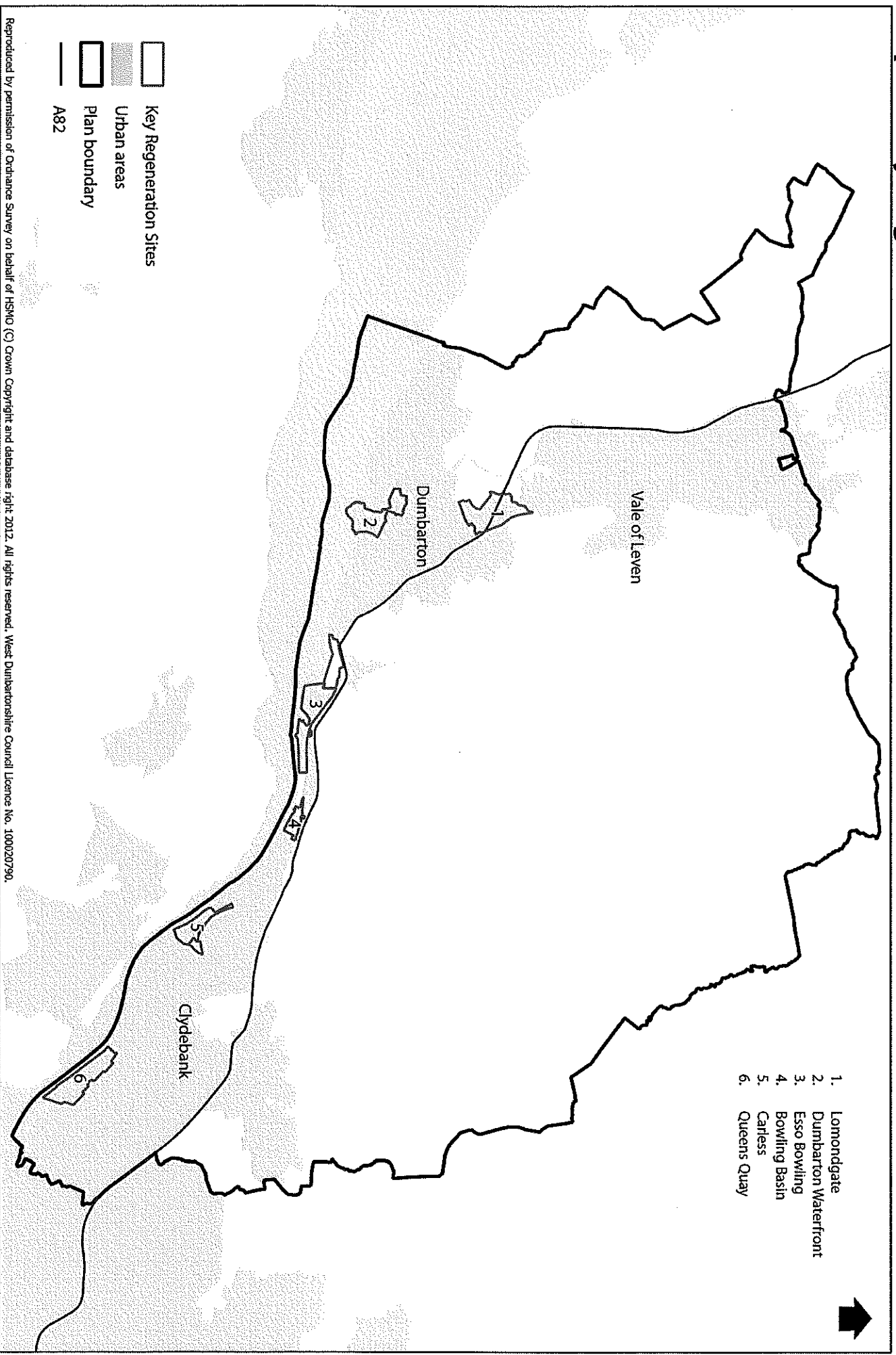
### **Issue 1 – Key Regeneration Sites**

**Issue 1a**                      **Do you agree that the following are the Key Regeneration Sites within West Dunbartonshire and with the preferred uses suggested for each site?**

<b>Key Regeneration Site</b>	<b>Issue No.</b>	<b>Preferred uses</b>
Lomondgate	8	Media uses (BBC site) and residential south of A82. Business development and roadside services north of A82 Green Network enhancements
Dumbarton Waterfront	2	Retail, leisure/tourism, office and residential within designated town centre Residential outwith town centre Green Network enhancements
Esso Bowling	3	Mixed uses. Residential only on previously undeveloped land. Ancillary retail only. A82 Relief Road Green Network enhancements
Bowling Basins		Residential, leisure/tourism, and ancillary retail. Green Network enhancements
Carless, Clydebank	4	Office and industrial uses, residential. Green Network enhancements
Queen's Quay Clydebank	5	Residential, office, leisure/tourism and ancillary retail. Green Network enhancements

**Issue 1b**                      **What action is required from West Dunbartonshire Council, other public agencies and the site owners to bring about the successful development of these sites?**

# Map 1 - Key Regeneration Sites





## **Issue 2 - Dumbarton Waterfront**

The Dumbarton Waterfront Key Regeneration Site as defined by this Main Issues Report encompasses development opportunity sites on either side of Castle Street in the town centre, housing development sites on either side of Castle Road, the Strathclyde Homes Stadium and Dumbarton Castle.

The area is covered by the Dumbarton Waterfront Design Framework which was adopted by the Council in 2004. This document establishes an urban design framework for the area. It largely reflects the proposed uses for the area at that time, being mixed use development including residential and retail to the south of Castle Street, and residential development along Castle Road. As it has an urban design focus it offers guidance on how development could best be set out on these sites so as to take advantage of their surroundings and link to each other.

Since the adoption of the Design Framework, there has been limited development within the Dumbarton Waterfront area with only the former Thompson's Yard on Castle Road seeing progress. Other sites have been largely cleared of the former buildings and have planning permissions, but no development is expected in the short term.

It is now eight years since the Design Framework was adopted. There is therefore an issue as to whether, with the time that has passed and the new financial climate that has emerged, it is time to revise or withdraw the Dumbarton Waterfront Design Framework.

<b>Issue 2</b>	<b>Should the land use planning and design framework for Dumbarton Waterfront be updated?</b>
<b>Option 2a</b>	<b>Yes, the Dumbarton Waterfront Design Framework should be revised as part of the Local Development Plan process and subsequently adopted as Supplementary Planning Guidance.</b>  This is the preferred option. The principle of overarching land use and design guidance for the important Dumbarton Waterfront area remains sound, and development in the area could be promoted and enabled by a revised Framework.
<b>Option 2b</b>	<b>Retain the Dumbarton Waterfront Design Framework as the preferred land use and design framework for Dumbarton Waterfront.</b>

This option is not preferred. It is eight years since the current Framework was adopted and the financial climate and development industry has changed significantly since then

**Option 2c**

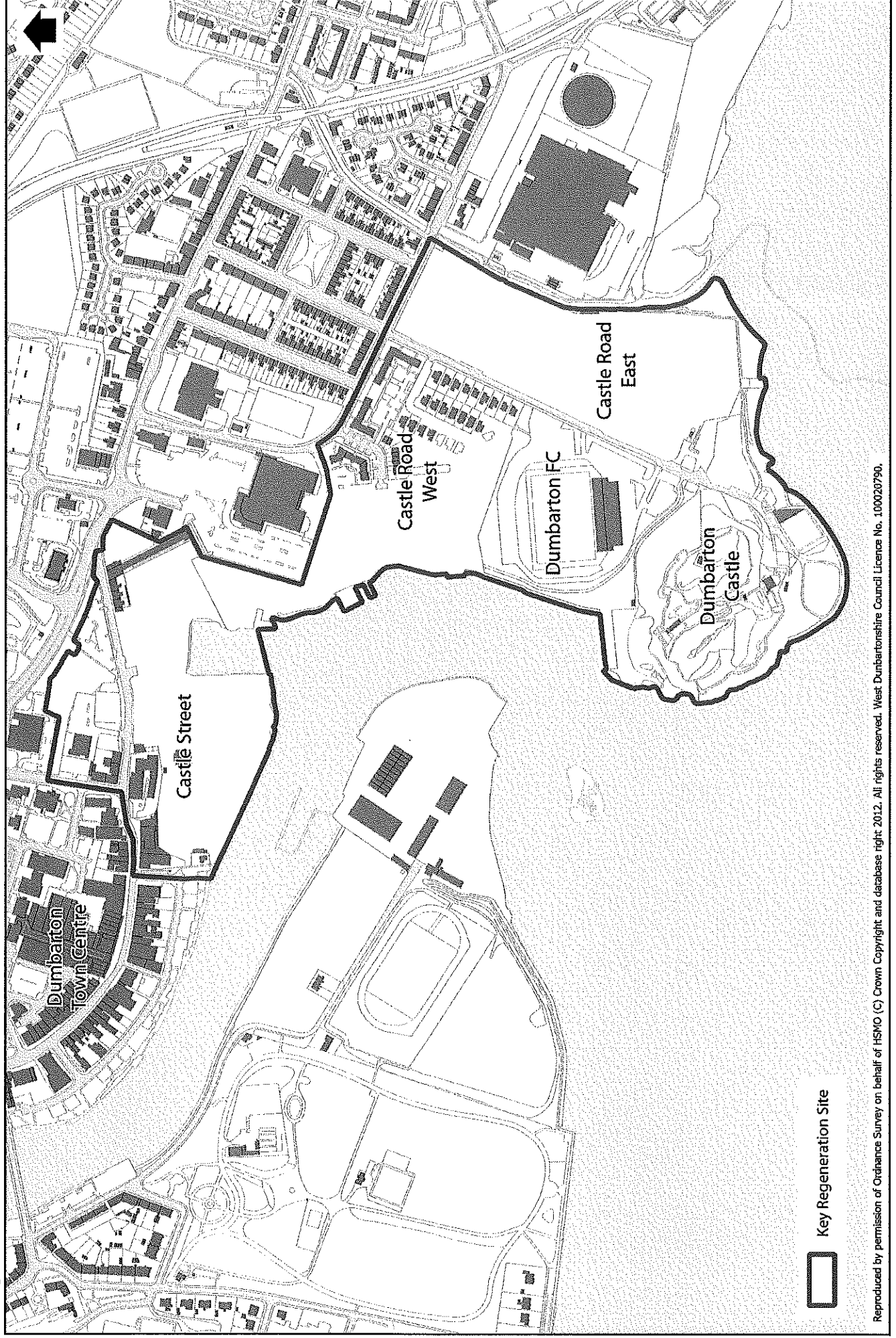
**Withdraw the Dumbarton Waterfront Design Framework as Supplementary Planning Guidance. Establish preferred land uses for individual sites and assess applications on a site-by-site basis.**


This option is not preferred. It is considered that Dumbarton Waterfront should have an overarching design framework as it contains a number of development sites and important features that are physically or visually linked.

**Environmental Report Conclusion**

The Dumbarton Waterfront Design Framework seeks to enhance the setting of Dumbarton Castle and the urban environment but the development of key sites would also have negative environmental impacts, relating to flood risk and the Inner Clyde SPA. A revised Design Guide (Option 2a) or the withdrawal of the Guide all together (Option 2c) would have uncertain environmental effects.

# Map 2- Dumbarton Waterfront



 Key Regeneration Site

### **Issue 3 - Esso Bowling**

The land formerly occupied by the Esso Petroleum Company lies between the main Glasgow to Dumbarton railway and the River Clyde to the west of the village of Bowling. It comprises around 33 hectares of derelict and potentially contaminated land, and has been available for redevelopment for some time.

In the adopted West Dunbartonshire Local Plan the site is designated for uses which 'extend the permanent employment potential of the site' as well as mixed uses, excluding retail, that that would facilitate the development of the site. Developments which make use of the harbour and freight rail line serving the site are encouraged.

It is suggested that the regeneration of the site could be facilitated if the developable area is extended westwards towards the Dumbuck junction at Milton. The green belt boundary review undertaken as part of the Local Development Plan process concluded that the boundary would be strengthened at this location if it continued to run along the A82 at this point. This would result in the release of an area from the green belt to the south of the A82 at Milton which has not previously been developed and is not prominent from the main road. A second access to the development site could be taken through this area, which would also serve as a much needed diversionary route for the A82 between the Dumbuck junction and the Dunglass roundabout. It would also provide an area which has the potential for residential development without any of the concerns in relation to potentially contaminated land that prevent residential development on the previously used part of the site. It is felt residential development here could help to facilitate the redevelopment of the main site, as well as enhancing the supply of land for housing.

Any development proposed for the Esso site and its extension must protect the nature conservation value of the Inner Clyde Special Protection Area, specifically the overwintering redshank, and take cognisance of the historic value of the B-Listed Dunglass Castle. The risk of flooding on the site will also have to be addressed, particularly in the light of predicted sea level rises which could reduce the amount of inter-tidal habitat.

The Esso Bowling site provides a unique development opportunity for employment creating mixed-uses along the waterfront. Its development would require enhanced access, and this in turn would provide the opportunity to improve the accessibility of the wider area, both to the Scotts Yard development site to the east, and more significantly by creating the opportunity to develop a new road between the Dumbuck junction and the Dunglass roundabout. The extension of the site westwards would both facilitate this access and provide additional development land.

**Issue 3                      What should the developable area of the Esso Bowling opportunity be?**

**Option 3a                      Extend the developable area of the Esso Bowling site to include land to the west up to Dumbuck junction but south of the A82**

This is the preferred option. Extending the site has the potential to help facilitate its redevelopment. The extension will provide additional land for development which has no history of previous use, the opportunity to facilitate a relief road for the A82 between Dumbuck junction and the Dunglass roundabout, and a strengthened green belt boundary.

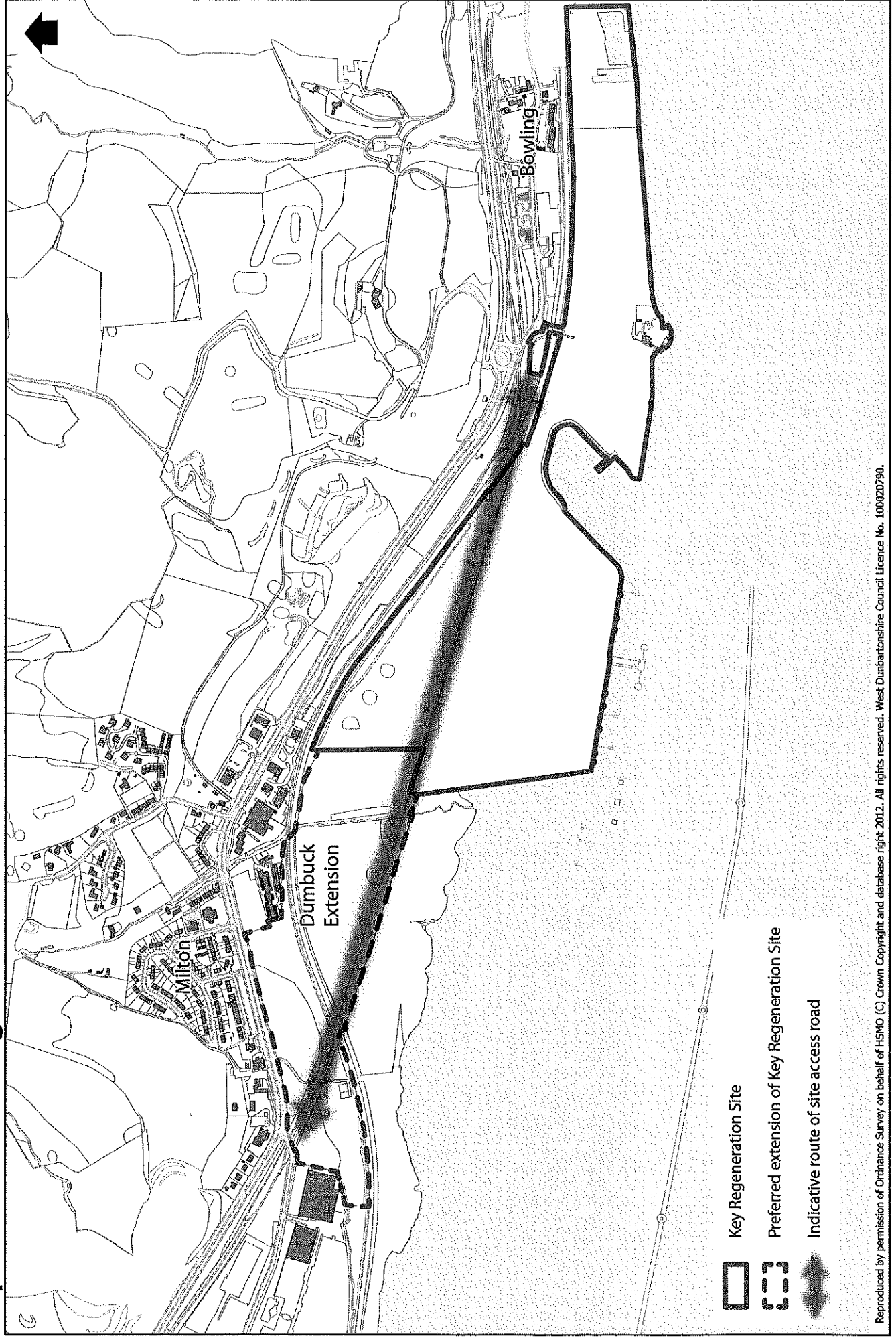
**Option 3b                      Limit the developable area of the Esso Bowling site to that shown in the West Dunbartonshire Local Plan.**

This option is not preferred. It does not provide any change which could encourage the redevelopment of the site.

#### **Environmental Report Conclusion**

Both of these options will have a number of negative environmental impacts related to increasing the level of development at this location, particularly on the water environment because the land is within the floodplain. They should have a positive impact on soil quality. Option 3a will have an added negative impact on material assets, as the development of the extension area will result in the loss of part of the Green Network.

# Map 3 - Esso Bowling



#### **Issue 4 – Carless, Clydebank**

The former Carless Oil Refinery occupies a large riverside site between Mountblow and Old Kilpatrick. Oil refining operations ceased on the site in 1992 and it is now mostly vacant, with only a few features of its former use including the tanker jetty remaining. Extending to approximately 17 hectares, the site sits between bonded warehouses to the east, a small number of commercial units to the west and the Forth & Clyde Canal to the north.

A legacy of its past use as an oil refinery, the land at Carless is recognised as being contaminated under the Environmental Protection Act. In addition to the contamination of the site, a major constraint to its development is access, with vehicular access to the site only currently possible via Erskine Ferry Road.

Carless is identified as one of West Dunbartonshire's Key Regeneration Sites with the preferred uses of office, industry and residential. To help enable development of the site, one option is to extend the site to both the west and north to incorporate areas of open space over which access to the site could be gained. This would provide Local Development Plan support in principle for development of the land required to access the Carless site. This would, however, impact on a local nature conservation site, the disused railway corridor which runs alongside the canal, and the canal itself, a scheduled monument, which would have to be crossed by any new access road.

<b>Issue 4</b>	<b>How should the boundary of the Carless Key Regeneration Site be defined?</b>
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<b>Option 4a</b>	<b>Extend the site to include open space to north and west to facilitate access to the site.</b>
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This is the preferred option. It would include within the development opportunity the land required to take access to it, enabling its re-use.

<b>Option 4b</b>	<b>Retain site boundary as currently designated within the West Dunbartonshire Local Plan.</b>
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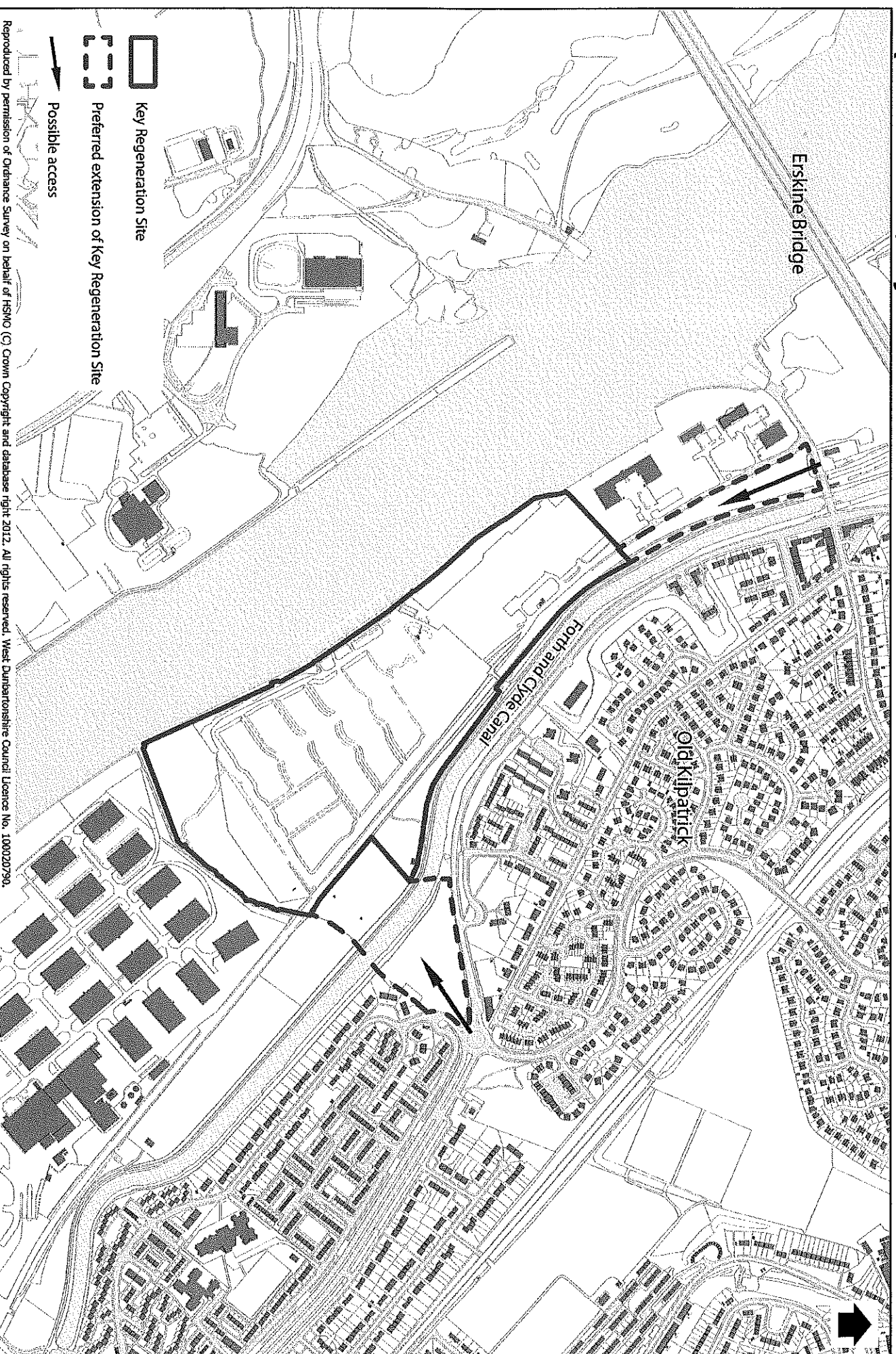
This option is not preferred. It would leave the land required to take access to the site outwith its boundaries and designated for uses that would not facilitate access to the site being achieved.

#### **Environmental Report Conclusion**

The extension of the development opportunity at Carless is not expected to have additional significant negative or positive environmental impacts when compared to the site as identified in the West Dunbartonshire Local Plan.



# Map 4 - Carless, Clydebank



## **Issue 5 - Queens Quay, Clydebank**

The Queens Quay Key Regeneration Site as identified by this Main Issues Report is taken to cover the redevelopment opportunity lying between Glasgow Road and the River Clyde from Cable Depot Road in the west to Cart Street in the east, which dominates much of the Clydebank riverside. The land was previously in industrial use, the majority being the former John Brown's shipyard, but now suffers from dereliction. The site is in private ownership. There has been significant new development at the eastern end of the site, with the new Clydebank College and business pavilions recently completed and the transformation of the Titan Crane into a visitor attraction. Clydebank re-built Urban Regeneration Company has helped to facilitate these developments.

The site falls within the Clyde Waterfront, as defined in the Glasgow and the Clyde Valley Strategic Development Proposed Plan. The West Dunbartonshire Local Plan identifies the site primarily for residential use with a notional capacity of over 1,200 units. The Queens Quay area represents a substantial majority of the total housing land supply in Clydebank. The site currently has the benefit of outline planning consent, and a number of detailed residential layouts have been prepared. Design guidance is in place to ensure that certain principles are adhered to; it is likely that the future development may be at a lower density than that originally proposed.

The West Dunbartonshire Local Plan proposals for the site also identify an element of industrial/business use, 3,000 sq m of retail floorspace and land for the relocation of the Clydebank leisure centre, although the latter facility is now proposed to be developed south rather than north of the new Clydebank College. The current Local Plan makes clear that a significant retail opportunity does not exist on Queens Quay, but that the retail opportunities are complementary to the other uses being promoted to ensure that the site is developed for a mix of uses and contributes to the regeneration of Clydebank.

The future of this Key Regeneration Site is linked with Main Issue 14, which refers to a proposal to redraw the boundaries of Clydebank town centre south of Glasgow Road to include around 7 ha at the eastern end of Queens Quay. This has been proposed by the landowners and developers in order to facilitate the development of a foodstore of 76,000 sq m with associated parking, and residential or other commercial uses. The argument is that this type of development could facilitate the redevelopment of the remainder of the site at a time when the economic climate has prevented the proposed residential development from going ahead.

**Issue 5**                      **What mix of development should the Local Development Plan promote on the Queens Quay regeneration opportunity?**

**Option 5a**                      **The regeneration of this site should be housing-led, with ancillary retail, office and tourism/leisure.**

This is the preferred option. It is considered that a residential-led redevelopment best complements the regeneration of Clydebank as a whole as significant retail development could have an adverse impact on Clydebank Town Centre.

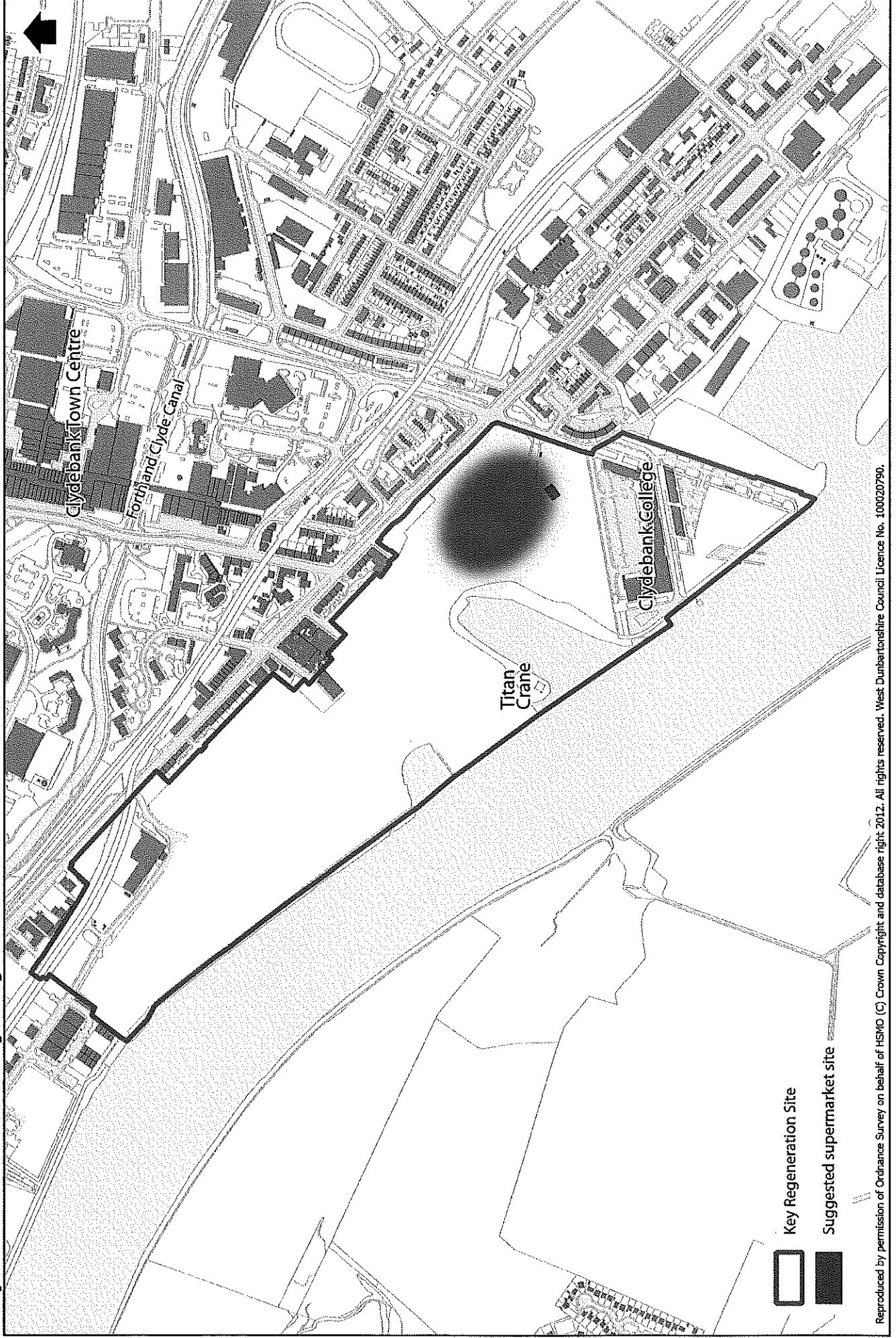
**Option 5b**                      **A mixed use approach should be promoted, including major retail and commercial leisure uses, in order to facilitate the regeneration of the remainder of the site.**

This option is not preferred. The Council's preferred location for major retail development in Clydebank is within the existing town centre, where opportunities exist. Major retail development on Queens Quay would divert expenditure and investment from the town centre.

#### **Environmental Report Conclusion**

Both these options will result in some negative environmental impact, particularly on the water environment as part of the site falls within the floodplain. However, Option 5a is likely to have a lesser negative environmental impact than Option 5b which could include a major foodstore on part of the site. This would have a greater impact on residential amenity, air quality and the urban setting.

Map 5 - Queens Quay, Clydebank



## **Issue 6 – The Strathleven Corridor**

The Strathleven Corridor covers the area from Bowling along the River Clyde to Dumbarton and along the River Leven to Balloch. It encompasses the urban areas of Dumbarton and the Vale of Leven.

The Corridor contains many of the sites referred to throughout this Main Issues Report including Bowling Basins, Esso Bowling, Dumbarton Town Centre and Waterfront, Lomondgate, the Vale of Leven Industrial Estate, Alexandria Town Centre, the Lomond Canal, and also housing and industrial areas in need of regeneration. The Corridor has significant flooding issues, and includes the A82, a trunk road of national importance that can be subject to congestion.

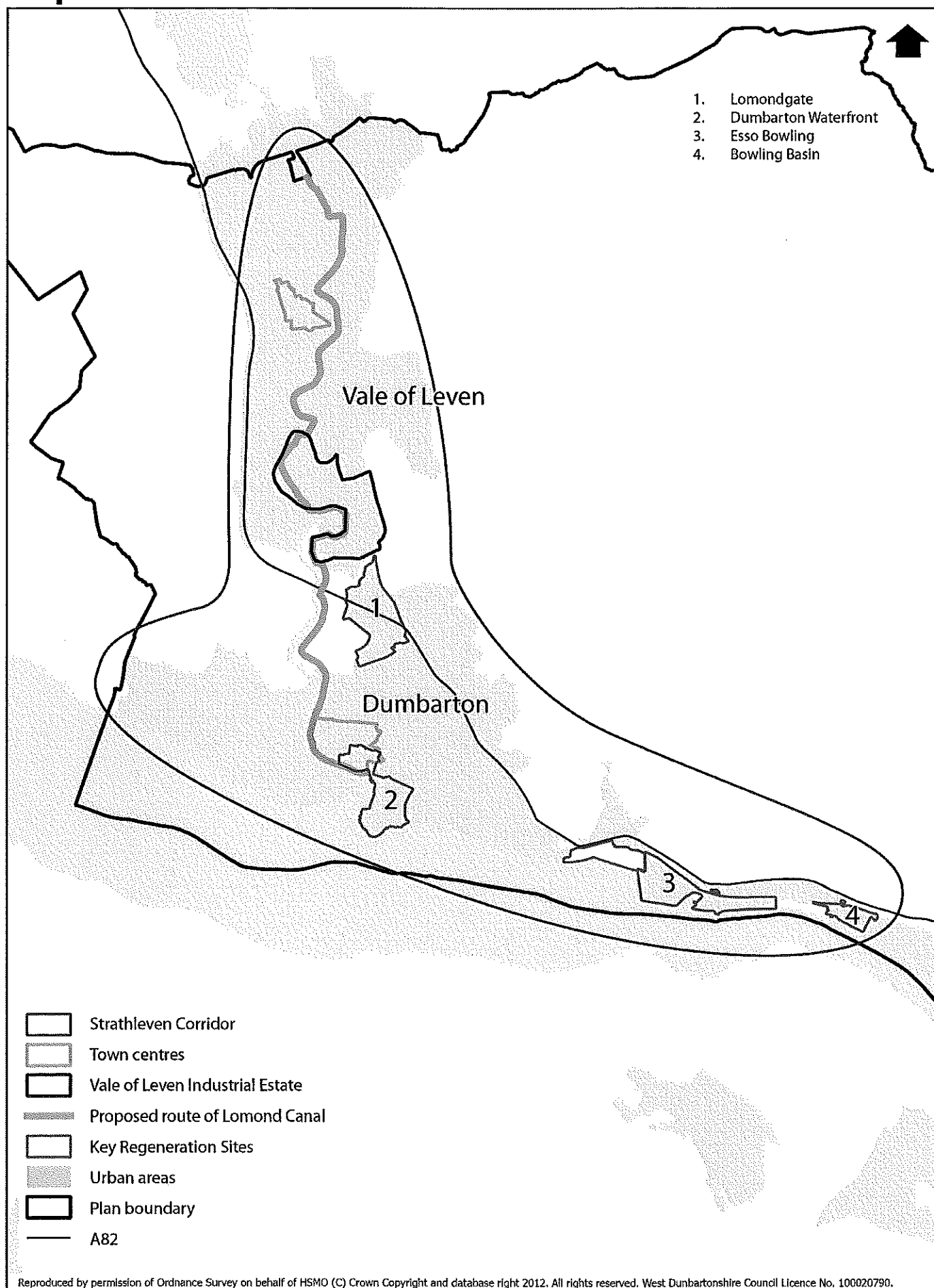
The collective opportunities and challenges presented by the above issues have been recognised in National Planning Framework 2 which refers to the area's substantial opportunities for regeneration, economic development and environmental improvement. The Proposed Strategic Development Plan also recognises the long term potential of the Strathleven Corridor and requires the Council, with partners, to undertake a study of the planning and investment requirements of the Corridor, including the Kilpatrick Hills, addressing regeneration and renewal requirements, sustainable transport options, connectivity and accessibility, environmental quality, green infrastructure and visitor attractions.

It is considered that the Strathleven Corridor is a regeneration opportunity of regional significance and there is therefore a need to examine the advantages and best approach to taking an area-wide view of the regeneration potential and requirements of the Strathleven Corridor. In practice this could mean partnership working to co-ordinate of development activity and infrastructure provision within the area, including perhaps a dedicated organisation, the prioritisation of projects and investment that would have area-wide benefits, and greater promotion of the Strathleven Corridor as an investment location.

### **Issue 6**

**Do you agree that the Strathleven Corridor should be recognised as a regional regeneration priority that would benefit from an area-wide co-ordination of regeneration activity? What are the organisational and physical priority actions required to advance the regeneration of the area?**

## Map 6 - The Strathleven Corridor



## **Issue 7 – The Lomond Canal**

The Lomond Canal is the name given to the proposed navigable link – a new canal – that would run alongside the River Leven from Dumbarton Harbour to Loch Lomond at Balloch. The proposed canal would allow boat traffic to travel between Loch Lomond and the River Clyde but could also have water management benefits including flood prevention and enabling the commercial use of water resources.

The proposed canal is supported by 'Scotland's Canals: an asset for the future' published by the Scottish Executive in 2002 and is referred to by the Glasgow and the Clyde Valley Strategic Development Plan Proposed Plan. However, the proposal does not feature in the current West Dunbartonshire Local Plan, so has no firm Development Plan status.

There is currently no funding committed to developing the canal physically or in design terms beyond the current conceptual stage, and in the current financial climate the canal is viewed as a long term project. However, given the significance of such a project in financial, environmental, and economic development terms, it is important that the inclusion of the proposal in this Local Development Plan process is properly considered.

The Council has offered support in principle to the concept of the Lomond Canal through its submission to the Scottish Government on the Strathleven Corridor Initiative, but the project has still to be environmentally assessed and has never been subject to significant public consultation. By offering full support for the canal project through the Local Development Plan and identifying and safeguarding its route, the Council would be instigating the process that would lead to a full examination of the canal proposal. However, given that the project is now considered long-term there is a question over whether examination of proposals during this Plan process, when they could be subject to significant change before implementation, would be a justifiable use of resources. Such an approach could also build expectations at a time when there is no certainty the canal will go ahead.

However, it would be unusual to have such a significant project go through another Local Development Plan cycle without it being referred to. The Local Development Plan could, therefore, offer support to the concept of the Lomond Canal and safeguard its route subject to consideration at a later time of its environmental impact.

Some argue, however, that the Lomond Canal proposal is unlikely to be realised or should not be built. The reservation of the route of the canal has the potential to delay or prevent other development along its route that could be beneficial in environmental and economic development terms. Another option, therefore, is for the Local Development Plan not to include reference to the Lomond Canal.



**Issue 7                      What approach should the Local Development Plan take to the Lomond Canal?**

**Option 7a**                      The WDLDP should offer support to the concept of the Lomond Canal subject to full consideration of its environmental impact. Any proposals for development affecting the route of the canal should be assessed against their economic impact and the probability of the canal being developed.

This is the preferred option. It recognises the Council's support in principle, but also that it is a long-term project and has not been subject to full environmental assessment. It would also allow for proposals affecting the canal route to take account of the likelihood of the canal progressing.

**Option 7b**                      **The WDLDP should fully support the proposed Lomond Canal, identify its proposed route and safeguard it from development that could prevent its implementation.**

This option is not preferred. It is considered premature. More information is required in relation to cost, environmental impact and recreational benefits before the canal proposal can be fully supported and the route identified in the Plan.

**Option 7c**                      **The proposals for the Lomond Canal should not be included in the WDLDP.**

This option is not preferred. The Plan should reflect the Council's support of such a major project even if it is long-term. If the route is not identified in the Plan, development could take place that would prevent the future implementation of the canal.

**Environmental Report Conclusion**

Option 7c has no significant environmental impact.

The proposed canal will have significant environmental impacts particularly on biodiversity and the assessment of options 7a and 7b reflect this. There is a potential significant adverse impact on the water environment, but also an opportunity to improve water management. Any firm proposals for the canal would require to be accompanied by an Environmental Impact Assessment.

Legend:

- Lomond Canal land requirement
- Proposed route of Lomond Canal
- Plan boundary

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## **Introduction - Economy**

Attracting new businesses and investment and tackling unemployment have been identified as two of the most significant issues for West Dunbartonshire, including at the local development plan scoping workshop held in March 2011. By promoting and enabling development that will increase employment opportunities and economic activity, the Local Development Plan can play an important role in increasing sustainable economic growth in the area.

The vision for the Glasgow city region is for a rebalanced, low-carbon economy focused on key existing and new economic sectors. As part of the spatial development strategy for the region, the Glasgow and the Clyde Valley Strategic Development Plan identifies a number strategic business locations – Strategic Economic Investment Locations (SEILs) – based on their quality, accessibility, marketability and ability to offer specific functions within the economy in support of key economic sectors. Two SEILs are located in West Dunbartonshire at Lomondgate and Clydebank Riverside. Issues 8 and 9 consider the designation of these sites in further detail.

The Local Development Plan should provide both flexibility and certainty for new and existing businesses in order to maximise the scope for expansion and growth. Key to this is ensuring a range and choice of marketable sites and locations within West Dunbartonshire that are able to meet anticipated demand and the locational requirements of different sectors and sizes of businesses but recognising that changing circumstances can result in new economic opportunities. Issue 10 considers whether there is sufficient land identified in West Dunbartonshire to accommodate new and expanding businesses, or whether additional land should be designated.

Alongside the need for new industrial and business sites it is also important to safeguard existing industrial estates, business parks and other employment areas. Often these locations can be attractive to non-industrial or business uses and Issue 11 covers the types of uses that may be appropriate in existing industrial and business areas, particularly where there are vacant units or premises.

## **Issue 8 – Strategic Economic Investment Location: Lomondgate and the Vale of Leven Industrial Estate**

Lomondgate is one of West Dunbartonshire's major development sites, extending over 42 hectares on the north-western edge of Dumbarton. It has seen significant development over recent years, with Aggreko's new £20 million, 190,000 sq. ft. manufacturing and headquarters facility, roadside services comprising a hotel and pub restaurant, and the first of over 350 new homes now complete. Over the Local Development Plan period Lomondgate will be built out, with a business park expected to provide up to 200,000 sq ft of office accommodation.

Alongside Lomondgate, the Vale of Leven Industrial Estate continues to have an important role in the area's economy, with a number of major employers located here including Chivas, Poloroid Eyewear and Diamond Power. However, a number of plots within the industrial estate remain vacant, while run down and unoccupied buildings harm the amenity of the Estate and its competitiveness in attracting investment.

The Strathleven Regeneration Company – formed in 2000 with the support of Diageo, West Dunbartonshire Council and Scottish Enterprise to bring about the economic regeneration of the site of the former J&B whisky bottling plant south of the A82 – is refreshing its Vision for the location to reflect achievements to date at Lomondgate and identify opportunities and priorities for the wider area, including the Vale of Leven Industrial Estate. The Strathleven Regeneration Company's long-term vision is to build on the continuing success of Lomondgate and a reinvention of VoLIE to create an internationally competitive location for high-value, high-skill service sector and manufacturing businesses. The draft strategic vision is published as a Background Report.

Lomondgate is identified in the Strategic Development Plan as a Strategic Economic Investment Location (SEIL) to support the key sectors of business and financial services, creative and digital industries and tourism, taking account of its position at the gateway to the Loch Lomond and the Trossachs National Park.

The Local Development Plan is required to promote Lomondgate for future investment based upon its role and function, define its spatial extent and safeguard the site for uses associated with the key sectors. The options below consider whether the SEIL designation should include the Vale of Leven Industrial Estate and the degree of flexibility that should be allowed for uses not related to the key sectors. Restricting the SEIL to Lomondgate offers a site to support a rebalanced low carbon economy for the city-region and the identified key sectors. However, a tightly defined SEIL may make the site less well positioned to respond to other opportunities, outwith the key sectors, which could bring significant economic benefits to the local area. An extended SEIL, including the Vale of Leven Industrial Estate, would increase the amount of developable land within the SEIL but would require a more flexible approach to

the range of uses allowed in order to take account of the role and function of the Vale of Leven Industrial Estate. This may have implications for the effectiveness of the SEIL to meet its strategic aims. This approach would require to be complemented by actions to improve the amenity of the Vale of Leven Industrial Estate.

**Issue 8**                      **What approach should the Local Development Plan take to planning for Lomondgate and the Vale of Leven Industrial Estate, including the designation of the SEIL?**

**Option 8a**                      **The SEIL should be designated around Lomondgate and the Vale of Leven Industrial Estate with a mix of the defined key sectors and other industrial and business uses allowed in these locations. This option would require to be complemented with actions to improve the amenity of the Vale of Leven Industrial Estate.**

This is the preferred option. It provides greater flexibility and more development land within the SEIL. Extending the SEIL to the Vale of Leven Industrial Estate offers the potential to create a positive synergy between the Vale of Leven Industrial Estate and Lomondgate, with potential to improve the environment and function of the industrial estate. A more flexible approach to the uses allowed within Lomondgate and the Vale of Leven Industrial Estate best positions the area to take advantage of opportunities as they arise. The wider designation of the SEIL to include Vale of Leven also fits with the strategic vision prepared for the area.

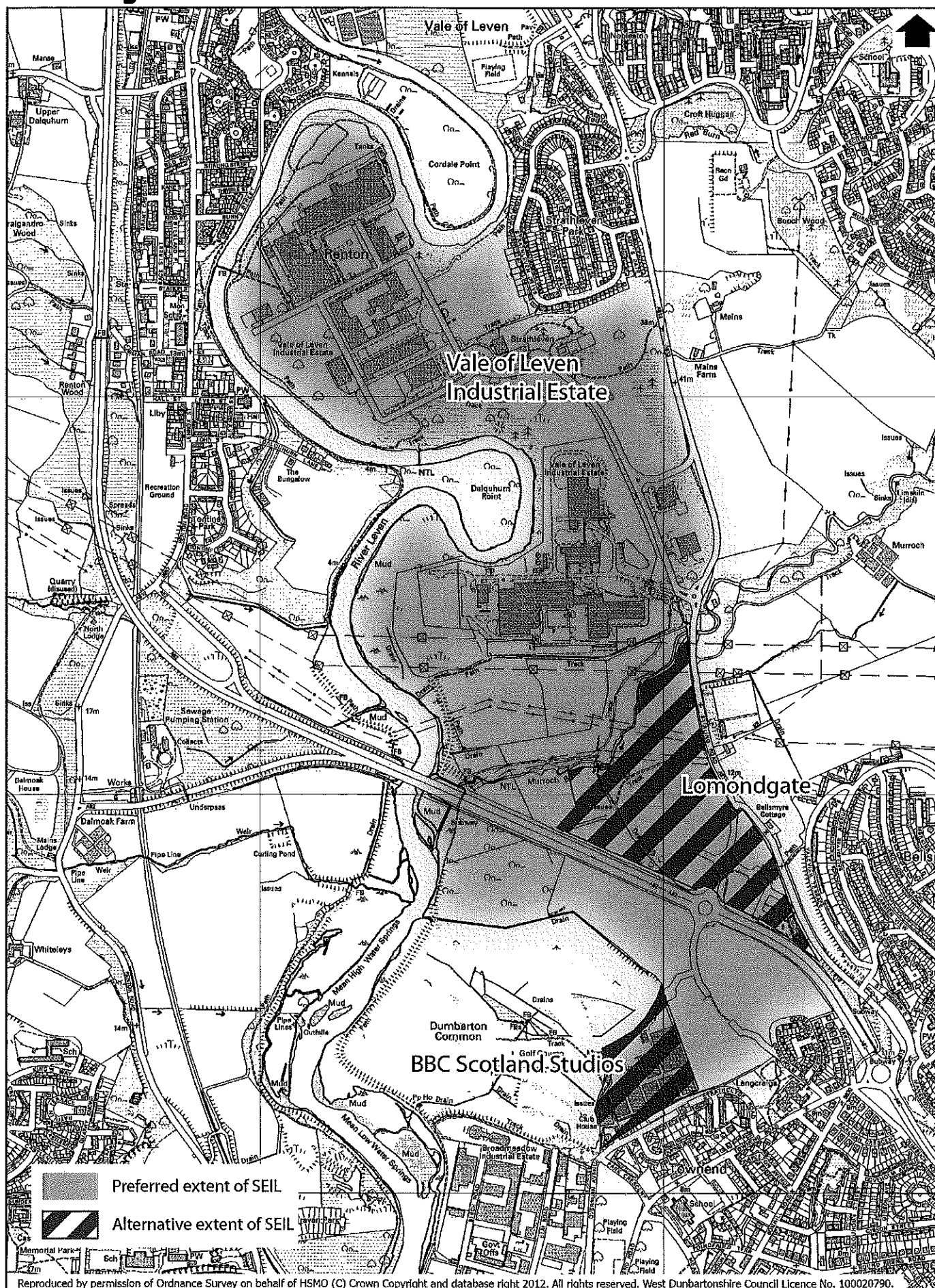
**Option 8b**                      **Lomondgate, defined as the BBC Scotland Studios, business park, roadside services and Aggreko, should be identified as the SEIL opportunity and reserved for the key sectors of Business and Financial Services, Creative and Digital Industries and Tourism. The VoLIE should continue to be designated as a local industrial and business area but with no strategic status.**

This option is not preferred. It limits the amount of land available for development to that available within the proposed business park. At the same time, restricting development uses within the defined SEIL to those associated with the three economic sectors may restrict future development at Lomondgate that could bring new employment opportunities to the area. Also, there would be less impetus for improving the environment of the Vale of Leven Industrial Estate.

**Environmental Report Conclusion**

The options are assessed as not likely to have a significant environmental impact.

# Map 8 - Strategic Economic Investment Location: Lomondgate and the Vale of Leven Industrial Estate





## **Issue 9 – Strategic Economic Investment Location: Clydebank Riverside**

Clydebank Riverside is identified in the Strategic Development Plan as a Strategic Economic Investment Location (SEIL) to support the Business and Financial Services and Life Science key sectors.

Clydebank is undergoing a long-term programme of renewal. Key to this is the regeneration of a number of prime riverside sites with significant development potential. The largest site, centred on the former John Brown shipyard, is identified as the Queens Quay Key Regeneration Site for the Local Development Plan (Issues 1 & 5). Part of this site has already been developed, with the construction of the new Clydebank College and two modern pavilions providing over 4,000 sq. m. of business accommodation.

Opportunities for business and industrial development exist along the Clydebank Riverside. Clyde Gate – adjacent to the NHS Golden Jubilee Hospital – is a two hectare site with twelve serviced plots and a capacity of over 8,000 sq. m. of office and commercial development. Its proximity to the hospital makes the site ideal for research or medical businesses. Further west along the Clyde, the 17 hectare former Carless Oil Depot is a proposed Key Regeneration Site (Issue 4) identified for a mix of uses including business and industry. Land at Rothesay Dock, adjacent to the developed part of the Queens Quay site, also offers a redevelopment opportunity.

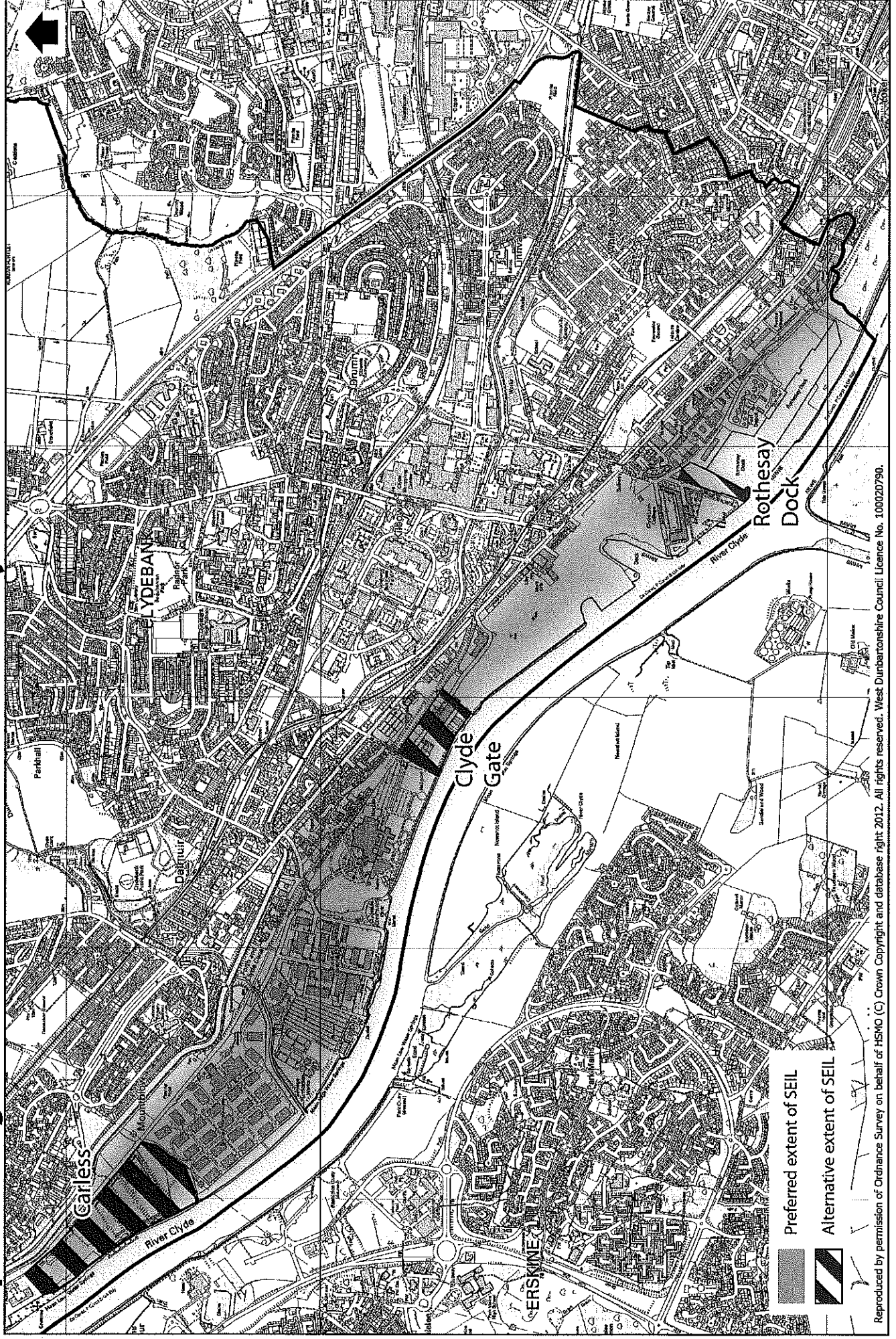
The main issue identified concerns the extent of the SEIL designation and whether this should apply to the whole of the waterfront from Rothesay Dock to Carless including Queens Quay or only to specific development sites. Restricting the SEIL to sites at Clyde Gate, Carless and Rothesay Dock would identify definitive locations for development supporting the identified key sectors but would potentially restrict the scope for significant investment due to these sites representing a relatively limited supply of land ready for development. A wider SEIL boundary which incorporates the Queens Quay Key Regeneration Site would increase the amount of developable land within the SEIL and may assist in the regeneration of Queens Quay but would require a more flexible approach to the range of uses allowed within the SEIL. This may have implications for the effectiveness of the SEIL to support the key sectors.

<b>Issue 9</b>	<b>How should the Clydebank Riverside SEIL be defined?</b>
<b>Option 9a</b>	<p><b>The Clydebank Riverside SEIL should extend over the area shown in Map X with the defined key sectors promoted within this area alongside other planned uses.</b></p> <p>This is the preferred option. It provides greater flexibility and more development land within the SEIL itself. Clydebank Riverside would become the focus for attracting jobs within the business and financial services and life sciences sectors alongside the mixed of uses planned for the riverside development sites.</p>
<b>Option 9b</b>	<p><b>The Clydebank Riverside SEIL should be specifically defined as one or more of the following locations:</b></p> <ul style="list-style-type: none"> <li>• <b>Clyde Gate</b></li> <li>• <b>Carless</b></li> <li>• <b>Rothsay Dock West</b></li> </ul> <p>This option is not preferred. It would limit the amount of developable land safeguarded for the key sectors to one or more small sites along the River Clyde. The designation could provide the impetus for development at these locations, however, it is considered that a more flexible approach better places Clydebank to take advantage of opportunities to create new jobs as they arise.</p>

#### **Environmental Report Conclusion**

The options are assessed as not likely to have a significant environmental impact.

**Map 9 - Strategic Economic Investment Location: Clydebank Riverside**



## **Issue 10 – Land for new and expanding businesses**

Since the adoption of the West Dunbartonshire Local Plan in March 2010 a number of opportunity sites for industrial and business use have been developed, notably at Lomondgate and the Clydebank Business Park. This has left around 35 hectares of land which is classed as marketable and is designated for industrial or business uses in the Local Plan. This amounts to approximately 13 years supply.

Previous Structure Plan targets sought to maintain a minimum 10-year supply of land. To achieve this in West Dunbartonshire over the Local Development Plan period would require additional land being identified and designated as marketable. This could include: existing development sites, including Key Regeneration Areas such as Queens Quay and Esso Bowling, being in part designated for industrial and business uses; land identified for industry and business but not currently classed as marketable; and sites within existing industrial areas which are vacant or under-occupied but not currently identified as opportunities.

Maintaining a generous and varied supply of land for industry and business which is both well located and readily available can help West Dunbartonshire attract new businesses and jobs to the area and also retain existing employers looking for alternative office, workshop or other accommodation. However, designating too much land can lead to sites becoming blighted if there is not sufficient demand and increases pressure to accept alternative uses which are not necessarily suitable for predominantly industrial areas.

<b>Issue 10</b>	<b>Is there sufficient land within West Dunbartonshire accommodate new and expanding businesses?</b>
<b>Option 10a</b>	<b>Increase the supply of land identified to ensure at least a 10 year supply of land for industry and business over the Plan period.</b>  This is the preferred option. Increasing the supply of land for new and expanding businesses can help attract and retain jobs in West Dunbartonshire by providing a better range and choice of sites.
<b>Option 10b</b>	<b>The current supply of land for industry and business is sufficient.</b>  This option is not preferred. Relying on the current supply of industrial and business land would mean that the supply would become restricted during the Local Development Plan period.

**Environmental Report Conclusion**

No significant environmental impacts are envisaged arising from either option.

## **Issue 11 – Non-industrial uses within industrial and business areas.**

Industrial estates, business parks and other employment areas in West Dunbartonshire are identified and safeguarded for office, industrial and storage and distribution uses. Increasingly, however, there has been demand from other uses such as gyms and nurseries to set up in these areas, often within vacant industrial premises.

In some instances ancillary uses within business parks and industrial estates can improve the attractiveness of such locations. Uses such as snack bars, bakeries, cafes and convenience stores provide a useful service for the local workforce, while facilities like children's nurseries and gyms may also be used by people working within business and industrial areas as well as people from further afield. New occupiers for vacant and sometimes difficult to let units can be beneficial to the viability and amenity of industrial areas and also bring new employment opportunities.

Some alternative uses, however, can be unsuitable because of their impact on surrounding, established uses or the impact established industrial or business uses may have upon them. For example, a nursery located within an industrial estate may constrain new industrial development that would otherwise be entirely appropriate due to traffic or noise concerns. In the longer term, too many non-industrial or business uses within an industrial estate or business park could change the character of the area, affecting future investment or even lead to existing business relocating. There are also implications for the supply of land and premises for new and expanding businesses.

The Local Development Plan approach should seek to balance the advantages alternative uses within industrial and business use areas can bring, including creating employment, with the operation and character of such locations. One approach to addressing this issue would be to categorise the industrial areas within the Plan area, introducing a greater flexibility for alternative uses in those areas where it is considered appropriate. This option lies between a generally more flexible approach and one which would limit alternative uses within all industrial and business areas.

<b>Issue 11</b>	<b>What flexibility should exist for non-industrial uses within industrial areas?</b>
<b>Option 11a</b>	<b>Existing industrial and business areas should be categorised according to the type and extent of non-business and industrial uses appropriate within that location:</b>

- **Strategic** (Lomondgate and Clydebank Riverside) – office and light industry uses with limited ancillary development to serve the immediate location only;
- **Safeguarded** – office, industrial and storage and distribution uses with limited ancillary development to serve the local area only;
- **Flexible** – office, industrial and storage and distribution uses preferred but other non-retail commercial uses considered favourably in vacant sites/premises.

This is the preferred option. This approach recognises that not all existing industrial and business areas are the same and that a more flexible approach to the types of uses allowed in some locations may be appropriate in order to create new employment opportunities. Equally, it safeguards existing industrial and business areas where alternative uses would not be suitable.

#### **Option 11b**

**Flexibility across all industrial and business areas for commercial uses, with the exception of town centre uses.**

This option is not preferred. Flexibility across all identified business and industrial areas for alternative uses would maximise the opportunities for new enterprises to set up, with positive implications for job creation and reducing the number of unoccupied industrial units. However this option could have a detrimental impact on the operation of established industrial and business areas and on the supply of industrial units.

#### **Option 11c**

**A presumption against non-business, industrial or storage and distribution uses in existing industrial and business areas. Applications for alternative uses should be assessed against criteria which seek to protect the role, function of character such locations.**

This option is not preferred. A strict approach to the uses allowed within existing industrial and business areas would limit the number of alternative uses within these sites. While this protects existing uses, it could lead to opportunities which would create jobs being lost.

#### **Environmental Report Conclusion**



The options are assessed as not likely to have a significant environmental impact.

## **Introduction - Retailing and Town Centres**

Town Centres are recognised as being a key element of the economic and social fabric of Scotland, at the heart of communities and centres for commercial and civic activity. As such they are promoted by Scottish Planning Policy as the preferred location for new retail and commercial leisure developments, an approach which seeks to protect their vibrancy and vitality. It is recognised, though, that town centres operate as part of a network of different types of centres, including commercial centres, such as retail parks, more local centres and local shops.

The Proposed Strategic Development Plan identifies a network of strategic centres across the Glasgow and the Clyde Valley area recognising Clydebank and Dumbarton as town centres that form part of it. Challenges and future actions are identified for both centres. For Clydebank these include improving linkages to the waterfront, promotion of development sites, and a new/improved public transport hub. For Dumbarton these include promotion of retail and residential development opportunities, new/refurbished retail floorspace, linkage to waterfront and improved accessibility.

In addition to Clydebank and Dumbarton, Alexandria is the other recognised town centre within West Dunbartonshire. These centres are complemented by commercial centres such as St James Retail Park in Dumbarton, and Clyde and Kilbowie Retail Parks in Clydebank. There are visitor-orientated centres at Lomond Galleries and Antartex and a range of more local centres and shops.

Together these locations form West Dunbartonshire's network of centres and an issue is identified around the preferred strategy for allowing these centres to support and complement each other. This includes the preferred location for new retail investment and the size of shops and types of goods that can be sold from non-town centre locations.

Each town centre is also subject to an issue which seeks to determine the preferred strategy for its future development including matters relating to town centre boundaries, development sites and core retail areas.

## **Issue 12 - Network of Centres**

Scottish Planning Policy requires that development plans should identify a network of centres and explain the role of these centres within the network. This will include town centres, commercial centres and other local centres and may take the form of a hierarchy.

Alexandria, Clydebank and Dumbarton are the three identified town centres. The main function of these centres is retailing, but their additional mix of uses and high level of accessibility marks them out as the town centres for West Dunbartonshire. Each has a different role and function, ranging from Clydebank serving a sub-regional role within the Glasgow conurbation, Dumbarton extending to serve into the Vale of Leven and Argyll & Bute, and Alexandria which serves a much more localised Vale of Leven catchment.

West Dunbartonshire's main retail parks – St James in Dumbarton, and Clyde and Kilbowie in Clydebank – are identified as Commercial Centres, but their edge-of-centre status is recognised. These centres compliment the town centre by offering larger units, often suitable for the sale of 'bulky goods'. They are supported by the Council, but it is also recognised that they can impact on the vitality and viability of the town centres. For this reason, consideration needs to be given to placing restrictions on unit sizes and the types of goods sold in any future expansions or alterations.

West Dunbartonshire's retail offer is further enhanced by 'destination' type centres at Lomond Galleries and Antartex Village, both in Alexandria. These outlet type centres draw local trade, but also tourist and visiting trade boosting the local economy. There is therefore a balance to be struck between maintaining the attractiveness of these centres and the impact they could have on the town centres. For this reason refurbishment is encouraged but with only limited additional floorspace.

West Dunbartonshire has several Local Centres which have an important role of meeting the local shopping needs of communities. Some of these centres are larger than others, where they have a series of small stores and a sizeable convenience store serving a reasonably large catchment. Other local centres currently identified in the current Local Plan are of minor scale and in some cases amount to just one small shop. It may be appropriate to identify the larger local centres which contain several shops in the new Plan for safeguarding and new investment, with smaller centres not formally identified but their value recognised.

There are several out-of-town centre retail development opportunity sites identified in the current Local Plan or which have been suggested for inclusion in the new Local Development Plan. These include foodstore proposals for Queens

Quay and a site at Hardgate Local Centre, an extension to Lomond Galleries which has planning permission, and a vacant site at the eastern side of St James Retail Park in Dumbarton which has planning permission for 6,500 sq m of retail floorspace. Out of centre locations help retain expenditure within the area but further expansion could dilute focus on town centre investment, drawing trade away if implemented or introducing uncertainty if not. The Local Development Plan could have a strengthened town centre focus with edge/out of centre opportunities not given Development Plan status and assessed on their own merits against relevant criteria at the planning application stage. Alternatively, the Local Development Plan could identify those edge/out of centre retail development opportunities that have the benefit of planning permission or are considered to complement the retail offer of West Dunbartonshire.

**Issue 12**                      **What strategy should the Local Development Plan adopt for its Network of Centres?**

**Option 12a**                      **The Local Development Plan's Network of Centres strategy should have a town centre focus as set out in Table 12.**

This is the preferred option. It has a town centre focus and sets out a clear framework for what is acceptable in each centre.

**Option 12b**                      **An alternative strategy comprising:**

- No specific role and function identified for each of the three town centres;
- No goods type or unit size restrictions in Edge of Centre Commercial Centres;
- Retail developments opportunities identified outwith town centres including at:
  - Antartex, Alexandria
  - Lomond Galleries, Alexandria
  - St. James Retail Park, Dumbarton
  - Hardgate Roundabout, Clydebank
  - Queens Quay, Clydebank
- Wider range of local centres/shops identified.

This option is not preferred. It is considered to dilute the town centre focus.

### **Environmental Report Conclusion**

Option 12b may result in more private car journeys as development is located in less accessible locations rather than town centres. This would bring significant

negative environmental impacts associated with air quality and carbon emissions. No significant impacts expected to arise from Option 12a.

**Table 12 – Network of Centres Strategy**

Type of Centre	Name of Centre	Role & Function/Strategy
Town centre	Alexandria Clydebank Dumbarton	<ul style="list-style-type: none"> <li>• The Town Centres are the main retailing destinations in West Dunbartonshire.</li> <li>• Clydebank serves as a destination town centre for West Dunbartonshire as a whole and the north-west Glasgow conurbation (western parts of Glasgow, Bearsden and Milngavie).</li> <li>• Dumbarton serves as the main food and non-food shopping centre for Dumbarton, the Vale of Leven and parts of Argyll and Bute.</li> <li>• Alexandria serves as a food and non-food shopping location for the Vale of Leven.</li> <li>• Support for all retail proposals and sequentially preferred locations for retail development exceeding 1,000 sq m gross floorspace.</li> </ul>
Edge of Centre Commercial Centre	St James Retail Park Clyde Retail Park Kilbowie Retail Park	<ul style="list-style-type: none"> <li>• Second sequentially preferable location (after town centres) for retail development over 1,000 sq m gross floorspace.</li> <li>• Retail units under 1,000 sq m at these locations are not preferred.</li> <li>• Bulky goods retailing preferred.</li> <li>• Retail development opportunities not identified at these locations with applications judged on own merits, including impact on town centres.</li> </ul>
Destination Commercial Centres	Lomond Galleries Antartex Village	<ul style="list-style-type: none"> <li>• Refurbishment supported with limited additional retail floorspace.</li> <li>• Preference for visitor-type goods and attractions.</li> <li>• Retail development opportunities not identified at these locations with applications judged on own merits, including impact on town centres.</li> </ul>
Local Centres		<ul style="list-style-type: none"> <li>• Specific identification and safeguarding in Local Development Plan.</li> <li>• Support for retail proposals justified by local catchment.</li> </ul>

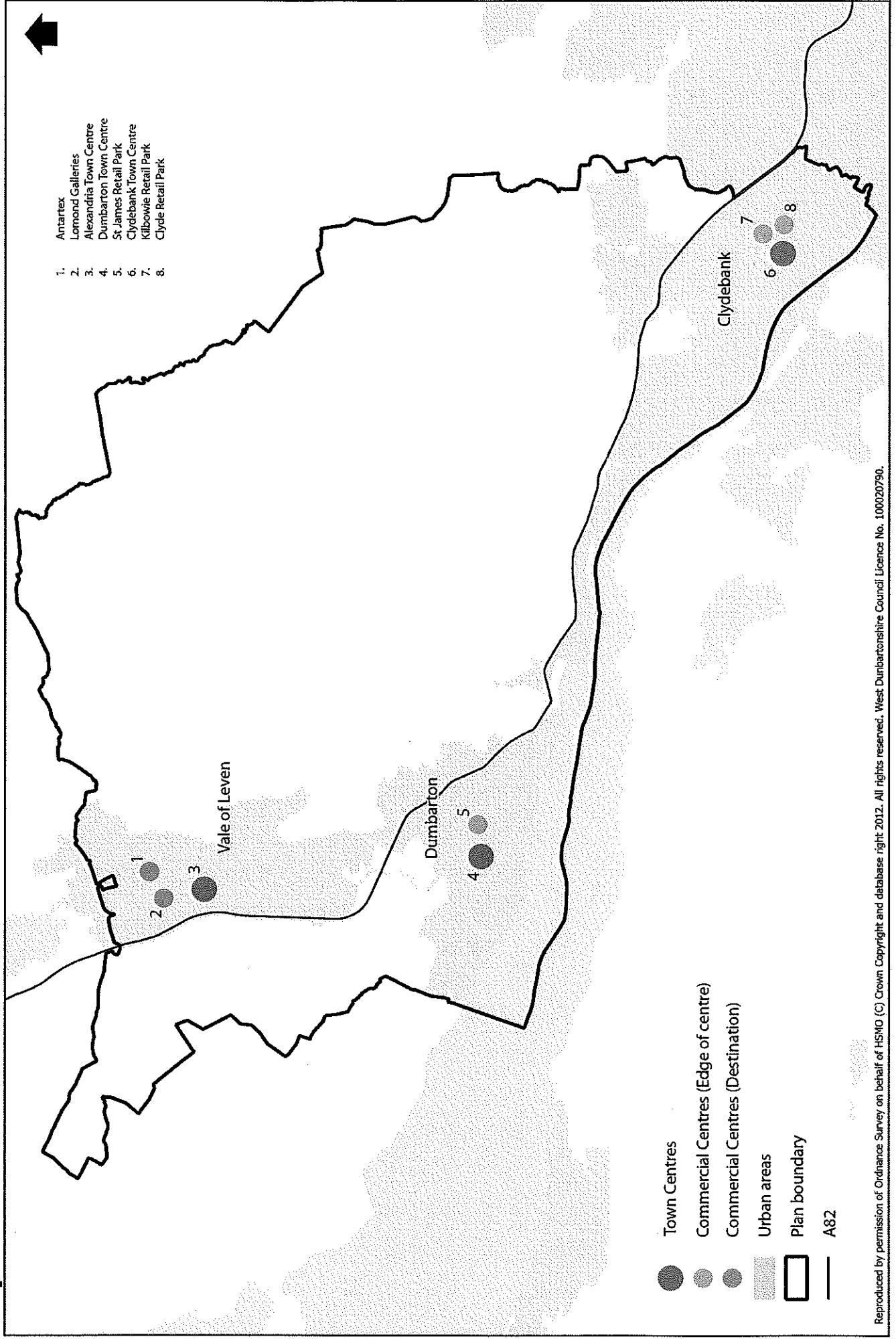
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Edge of Centre Commercial Centre	St James Retail Park Clyde Retail Park Kilbowie Retail Park	<ul style="list-style-type: none"> <li>• Second sequentially preferable location (after town centres) for retail development over 1,000 sq m gross floorspace.</li> <li>• Retail units under 1,000 sq m at these locations are not preferred.</li> <li>• Bulky goods retailing preferred.</li> <li>• Retail development opportunities not identified at these locations with applications judged on own merits, including impact on town centres.</li> </ul>
Destination Commercial Centres	Lomond Galleries Antartex Village	<ul style="list-style-type: none"> <li>• Refurbishment supported with limited additional retail floorspace.</li> <li>• Preference for visitor-type goods and attractions.</li> <li>• Retail development opportunities not identified at these locations with applications judged on own merits, including impact on town centres.</li> </ul>
Local Centres		<ul style="list-style-type: none"> <li>• Specific identification and safeguarding in Local Development Plan.</li> <li>• Support for retail proposals justified by local catchment.</li> </ul>

Local Shops		<ul style="list-style-type: none"> <li>No formal identification in Local Development Plan but general support for their retention where change of use would be significant loss to local communities.</li> </ul>
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# Map 12 - Network of Centres



### **Issue 13 - Alexandria Town Centre**

Alexandria is the smallest of the three town centres in West Dunbartonshire, serving, in the main, a Vale of Leven catchment. It has a traditional high street (Main Street), with an area of more recent, but dated development to the east (Mitchell Way). The main retailing functions in Alexandria are focused on these two streets.

The Alexandria Town Centre Masterplan (2008) outlines key interventions for the future of the town centre including residential development on the Kippen Dairy and Leven Cottage sites, a new foodstore in Mitchell Way with redevelopment and refurbishment of the remainder, mixed use redevelopment along the south side of Bank Street and public realm and car park improvements.

The proposed new foodstore is central to the regeneration of the town centre. It is considered a store of circa 3,200 sq.m would have the benefit of retaining food expenditure within the town, but not be of a size to sell non-food items on a scale that would have a significant impact on existing town centre shops. Rather, the 'clawback' of food shoppers would boost the trade of other shops in the town centre as footfall would increase. Coupled with the redevelopment and refurbishment of other properties on Mitchell Way, a renewed retail heart to the town centre will be created.

The designated town centre is relatively compact and centred on the main retailing areas, but to the south east it extends over the railway to include an area that is relatively separate from the rest of the town centre, and not visible from the other side of the railway. The town centre could be consolidated by removing this area.

**Issue 13                      What should be the preferred strategy for Alexandria Town Centre?**

**Option 13a                  Deliver the town centre strategy as set out in Map 13 which incorporates the following:**

- Consolidated Town Centre boundary to omit the area on the eastern side of the railway line.
- A new foodstore within Mitchell Way with refurbishment of the remaining properties and properties on Main Street.
- Public Realm Improvements on Main Street, Mitchell Way and Bank Street
- Residential development on the Leven Cottage and Kippen Dairy sites
- Mixed use redevelopment along the south side of Bank Street.

This is the preferred option. It maintains Development Plan status for the Masterplan proposals and also designates a more compact town centre giving a clearer focus for town centre investment.

**Option 13b**

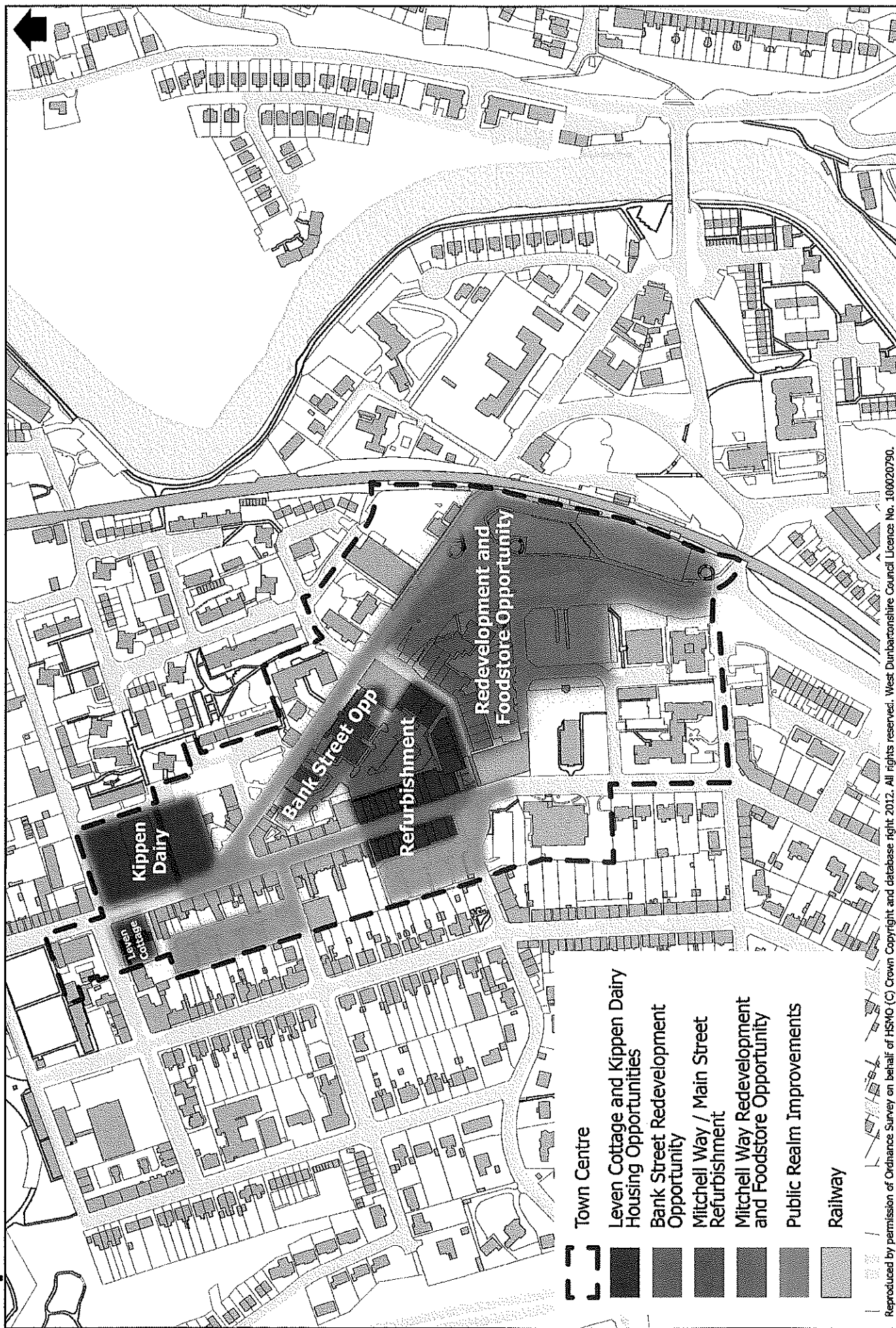
**Retain the existing town centre boundary plus the other elements mentioned in Option 12a.**

This option is not preferred. The area that would be retained within the town centre does not function as part of it and could offer an opportunity that would divert investment from the Council's preferred sites.

**Environmental Report Conclusion**

Both options may have some minor negative environmental impacts on residential amenity, travel patterns, air quality and carbon emissions due to development opportunities within the town centre including a foodstore opportunity. No differences in environmental impact are envisaged between the two options.

# Map 13 - Alexandria Town Centre



## **Issue 14 – Clydebank Town Centre**

Clydebank is the largest of the three town centres in West Dunbartonshire, serving the whole of West Dunbartonshire, western areas of Glasgow and beyond, particularly as a non-food shopping location. Central to the town centre is the Clyde Shopping Centre. The northern part (north of the canal) is a covered mall offering a modern retail environment. The southern end of the shopping centre is open although covered in parts and is a more dated environment. Adjacent the town centre to the north and east are two retail parks – Kilbowie Retail Park and Clyde Retail Park. These are currently identified as edge of centre Commercial Centres in the West Dunbartonshire Local Plan.

The Clyde Shopping Centre is relatively vibrant with a low number of vacancies and reasonable footfall. Significant investment has been made in the public realm along the Canal and Three Queens Square creating an events area and improvements to public transport infrastructure have been undertaken, with more planned.

Proposed and suggested improvements to the town centre, which are at different stages of development include: the redevelopment of the Playdrome Leisure Centre site for a major new superstore; improved occupancy/mix of retailers in the Clyde Shopping Centre; redevelopment/refurbishment of the southern part of the Clyde Shopping Centre; and enhancement of the town centre's eating-out and evening-economy offer.

The Council currently seeks to retain retail uses at ground floor levels in the northern and southern part of the Clyde Shopping Centre. The purpose of this is to retain a retail core to the town centre. However this can result in units remaining vacant or prevent the introduction of uses that would enhance the vibrancy of the centre. There is therefore an issue surrounding whether to retain a core area in which only retail uses are encouraged, or, in these difficult times for the 'high street' to allow a more flexible approach.

The town centre is the preferred location for significant retail development. The adjacent Commercial Centre (Clyde Retail Park) hosts a range of units and retailers suitable to the format of a retail park. The Queens Quay Key Regeneration Sites lies to the immediate south of the town centre. The Local Development Plan presents an opportunity for the existing town centre boundary to be reconsidered and there has been representations to extend the town centre boundary to include the Clyde Retail Park and also Queens Quay in part. If these locations were included in the town centre this would make them as preferred as the current town centre for any future retail developments. Leaving the town centre as it currently is and not extending it, would ensure that sites in the existing centre are considered first for any retail development, and would ensure that the impact of any development or changes on the aforementioned sites on the existing town centre would have to be taken into account.

Asda is the only sizeable superstore in Clydebank, meaning there is a limited choice in the food-shopping sector. The town centre Playdrome site has consent for a superstore and is an important part of the strategy for improving Clydebank Town Centre. This will address quality and choice issues in the Clydebank convenience (food) shopping sector.

**Issue 14                      What should be the preferred strategy for Clydebank Town Centre?**

**Option 14a                      Deliver the town centre strategy as set out on Map 14 which incorporates the following:**

- The existing town centre boundary.
- A principal shopping area as the preferred area for retail uses supported by a policy which will seek to retain Class 1 uses, although this could change from a blanket approach to one which applies only to certain frontages or certain thresholds.
- An opportunity for a new superstore on the Playdrome site.
- A Mixed Use/Commercial Area, being the preferred location for non-retail uses.
- Refurbishment/redevelopment/expansion of the South Mall.
- An events and market space.
- An improved transport hub

This is the preferred option. It focuses retail investment in the town centre, setting the framework for new investment and the strengthening of the existing centre. This strategy will allow for assessment of potential impacts on the town to be undertaken for proposals on those sites which are currently outwith the town centre. Identifying a principal retail area will ensure that retail uses continue to be the predominant use within the core of the town centre.

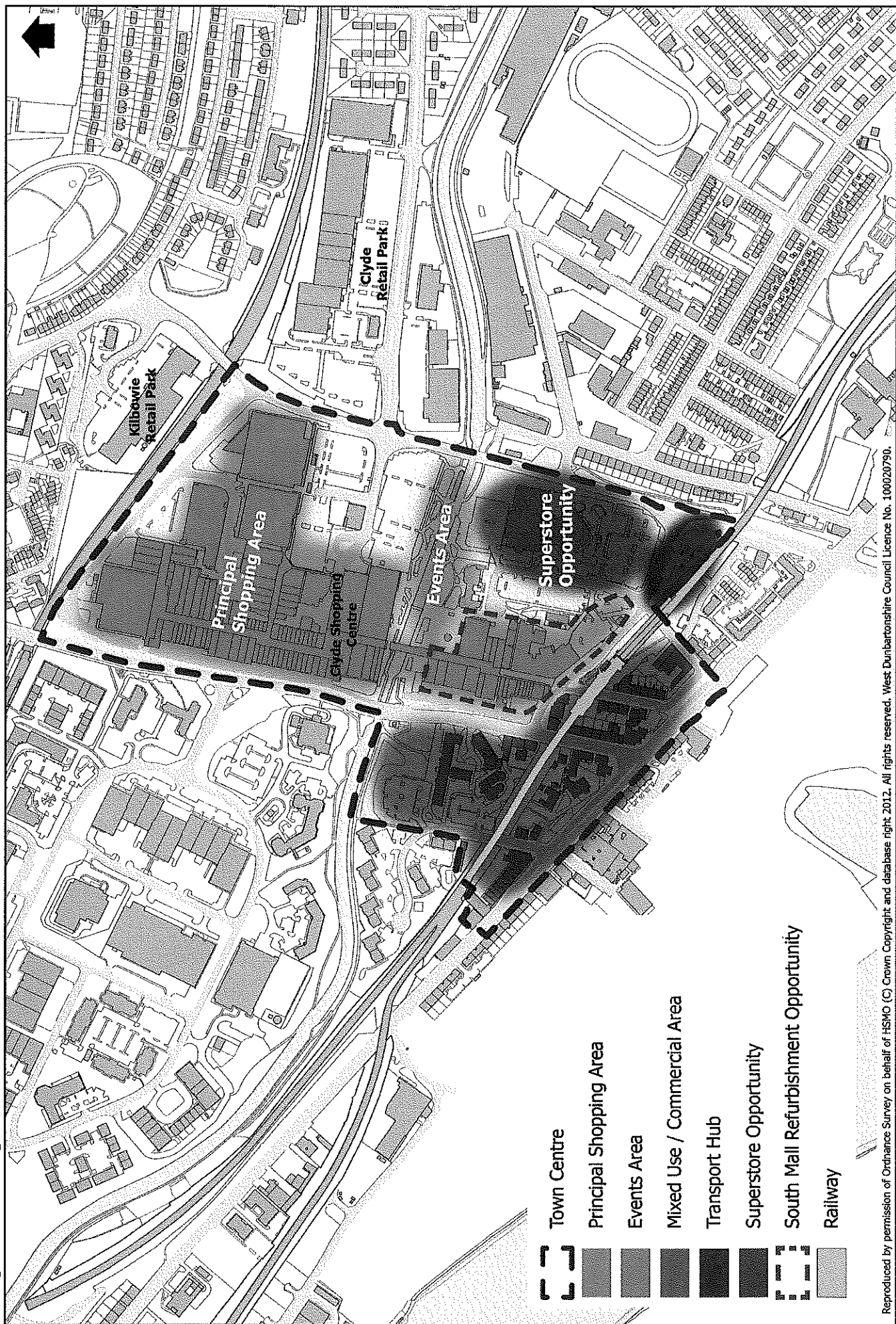
**Option 14b                      Amend the town centre boundary to include Clyde Retail Park and Queens Quay (part) and do not identify a principal shopping or mixed use/ commercial area.**

This option is not preferred. It would dilute the focus for retail activity and investment. Extending the town centre boundary and not identifying a principal shopping area could weaken the core retail area of the town centre

**Environmental Report Conclusion**

Both options may have some minor negative environmental impacts on traffic and travel patterns, air quality and carbon emissions arising from major retail development opportunities. No significant differences in environmental impact are envisaged between the two options.

# Map 14 - Clydebank Town Centre





## **Issue 15 - Dumbarton Town Centre**

Dumbarton is the second largest retail centre in West Dunbartonshire and is the main town centre serving the Dumbarton and Vale of Leven area. It also draws trade from the adjacent council area of Argyll and Bute. It has a traditional high street with the more recently built, but dated and largely unoccupied, Artizan Centre extending northwards from its middle. The town centre is bound to the north by a railway line, to the east by St James Retail Park and to the south and west by the River Leven.

As well as retailing, the town centre has a number of commercial, leisure and public service uses and buildings. Dumbarton's main convenience stores (supermarkets) are located in the adjacent St James Retail Park commercial centre alongside a number of non-food retail units. The town centre also has a number of residential properties.

The Dumbarton Town Centre Masterplan was adopted in 2008, and includes proposals for a supermarket and new town square to the north of the Artizan Centre, other new smaller scale retail floorspace opportunities to expand the offer of non-food goods, a new civic quarter, development along the waterfront with a new pedestrian bridge linking to Levensgrove Park and access/parking improvements. In addition, there is a major development opportunity to the south of Castle Street in the town centre that the West Dunbartonshire Local Plan designates for a mix of residential, retail and commercial uses. This area is not covered by the Town Centre Masterplan, but is covered by the Dumbarton Waterfront Design Framework (see Issue 2).

The town centre therefore has a number of potential retail investment opportunities – north of the Artizan Centre, the refurbishment of the Artizan Centre itself, and south of Castle Street which has outline consent for 6,500 square metres of retail floorspace. In addition St James Retail Park has consent for 6,500 square metres of retail floorspace. This amounts to a significant amount of additional retail floorspace and investment and is unlikely to be supported in the short to medium term by available expenditure.

The Council currently seeks to retain retail uses in the Artizan Centre and parts of the High Street. The aim of this is to retain a retail core within the town centre and prevent the introduction of non-retail uses. However this can result in units remaining vacant or prevent the introduction of uses that would enhance the vibrancy of the centre. There is therefore an issue surrounding whether to retain a core area in which only retail uses are encouraged, or, in these difficult times for the 'high street' to allow a more flexible approach.

The waterfront area of the town centre is underused and detracted from by the rear service area of properties on High Street. It is predominantly used for car parking. There is also a flooding issue here. The Masterplan proposes relocation

of the car parking and development along the waterfront. This may include the Lomond Canal (see Issue 7) and/or new buildings with commercial uses on the ground floor and residential above.

**Issue 15                      What should be the preferred strategy for Dumbarton Town Centre?**

**Option 15a                      Deliver the town centre strategy as set out on Map 15 which incorporates the following:**

- The existing town centre boundary.
- A principal shopping area as the preferred area for retail uses supported by a policy which will seek to retain Class 1 uses, although this could change from a blanket approach to one which applies only to certain frontages or certain thresholds.
- A Mixed Use/Commercial Area, being the preferred location for non-retail uses.
- A mixed-use development opportunity to the south of Castle Street.
- The redevelopment or refurbishment of the Artizan Centre predominantly for retail uses.
- A Civic Quarter or business use opportunity to the north of Castle Street.
- The identification of Riverside Lane (the waterfront) for development, for the purposes of the Lomond Canal and/or new buildings containing a mix of commercial and residential uses.
- Access improvements to the town centre, vehicular at Castle Street/ Dumbarton Road junction and pedestrian between St James Retail Park and the town centre.
- Town Centre – Castle walkway route.

This is the preferred option. It provides a clearer focus for retail activity and investment, and identifies sites for other uses that will bring additional investment and activity to the town centre. It focuses on sites in current need of refurbishment/redevelopment.

**Option 15b                      In addition to the elements of Option 15a identify the area to the north of the Artizan Centre as a retail development opportunity but do not identify a principal shopping area.**

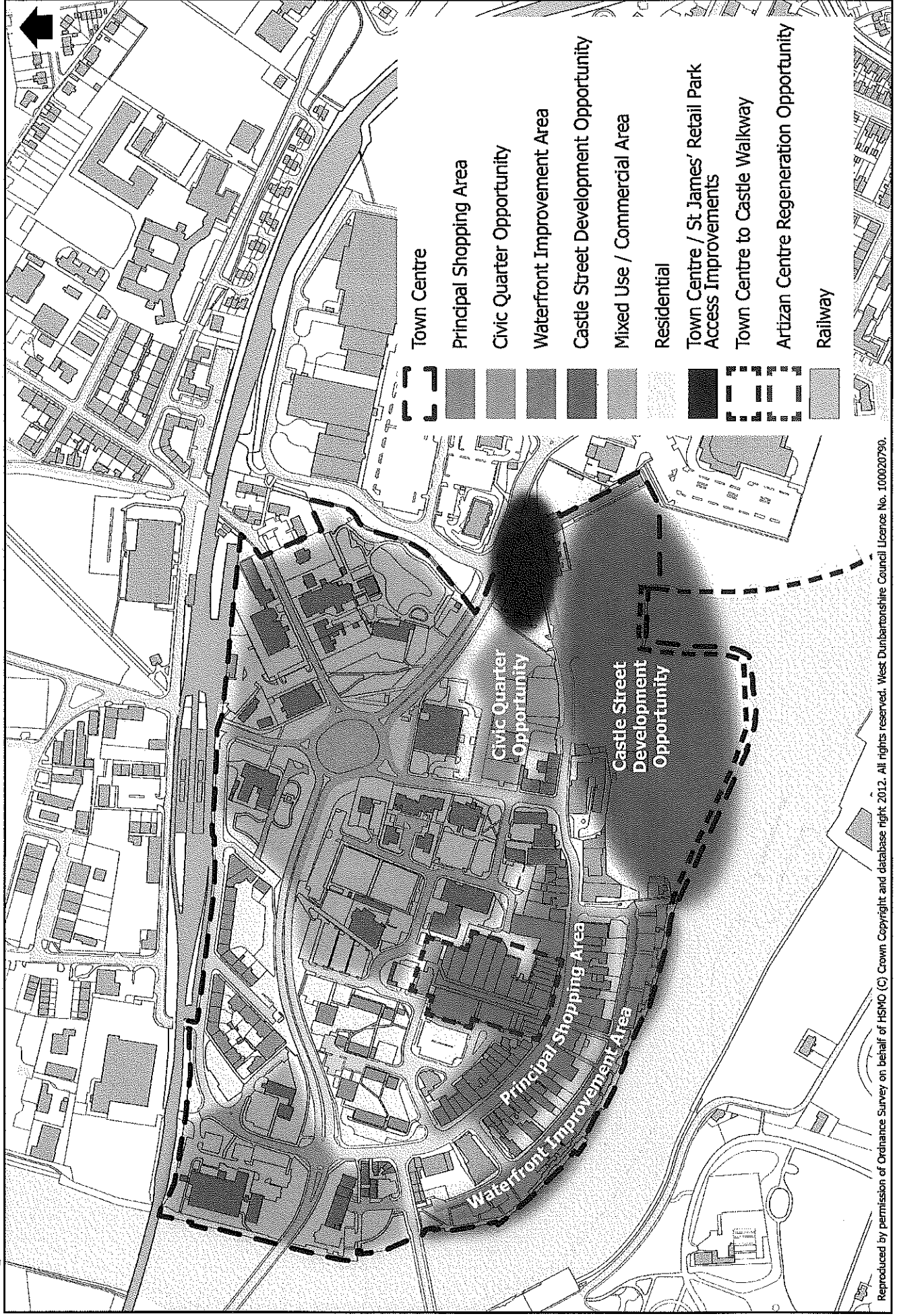
This option is not preferred. It introduces an additional retail development opportunity on a site that is currently in use and

which doesn't detract from the town centre. There are other sites within the town centre that are unused and require to be redeveloped. Complete removal of a principal shopping area would allow for a shift away from retail uses and would dilute the focus for retail activity and investment.

**Environmental Report Conclusion**

No difference between the two options in terms of environmental impact is envisaged. Both options are considered to have likely negative environmental impacts on biodiversity, air quality and carbon emissions. A minor positive impact would be expected in relation to listed buildings.

# Map 15 - Dumbarton Town Centre



## **Introduction - Housing**

The Scottish Government is committed to increasing the number of houses that are built, and expects the planning system to contribute to this goal by identifying a generous supply of land for the provision of a range of housing. There is also an emphasis on achieving sustainable development by promoting regeneration and the reuse of previously developed land. Providing well designed, energy-efficient good quality housing in the right locations will also encourage a reduction in carbon emissions.

New legislation and guidance has been introduced recently to more closely integrate planning for housing; a key outcome for this has been the Housing Need and Demand Assessment (HNDA) which has been prepared for the Glasgow and the Clyde Valley area. The HNDA, which has been assessed by the Scottish Government as robust and credible, provides the evidence base for all housing need and demand in West Dunbartonshire as well as across the wider housing market area. Its conclusions have informed the Local Housing Strategy which has defined housing supply targets for West Dunbartonshire, and in turn these are the basis for the allocation of land for housing in the Local Development Plan. Improving the quantity and quality of the housing stock in West Dunbartonshire is a priority for the Council. Making the area an attractive place to live will help to retain population and encourage people to live here.

The current housing land supply in West Dunbartonshire provides for over 5,000 private sector houses and over 1,000 social rented houses. In support of the Government's preference for the redevelopment of urban brownfield sites over development of greenfield sites, a significant majority of the land supply is brownfield. A generous supply of appropriate and effective sites will provide flexibility although it is recognised that the delivery of housing does not rely solely on the allocation of land, and the current financial and market conditions have been the cause of very limited housebuilding activity in recent times.

There have been two main issues identified in relation to housing which need to be addressed in the Main Issues Report. The first relates to affordable housing, and specifically whether or not the Local Development Plan should include an affordable housing policy.

The second issue relates to the housing land supply, and whether or not the existing supply is generous enough to meet the housing requirement in full and provide both choice and flexibility. This issue specifically considers fourteen potential new housing sites which have been brought to our attention during the pre-Main Issues Report consultation period and as a result of the green belt review, and considers whether or not they should be included as development opportunities in the Local Development Plan.

## **Issue 16 - Affordable Housing**

Scottish Planning Policy defines affordable housing as housing of a reasonable quality that is affordable to people on modest incomes. It can include a variety of different types of housing. Scottish Planning Policy also indicates that the development plan should address any shortage of affordable housing which has been identified. Authorities may seek a percentage affordable housing contribution from developers of new housing where this is justified by the Housing Needs and Demand Assessment.

The current adopted West Dunbartonshire Local Plan does not include an affordable housing policy. Instead, the plan allocates specific sites for social rented housing. An average of 92 new affordable homes have been built by housing associations in West Dunbartonshire each year over the last five years, primarily social rented homes, but including an element of low cost home ownership. This represents more than 40% of all housing completions in West Dunbartonshire. The Council has recently received funding from the Scottish Government's Innovation and Investment Fund to build a total of 75 new council houses. The Strategic Housing Investment Plan (SHIP) sets out the funding priorities for affordable housing in West Dunbartonshire for the next five years.

There is a generally felt aspiration that there needs to be more affordable housing in West Dunbartonshire, and that more requires to be done to meet the housing needs of specific groups, for example older people, families and the young.

Affordable housing policies must be justified by evidence of a shortfall in this type of housing. The Housing Needs and Demand Assessment produced for Glasgow and the Clyde Valley considered two different methodologies to assess the need for affordable housing. Whilst the preferred method followed Housing Needs and Demand Assessment Guidance and suggested there is no shortfall of affordable housing in West Dunbartonshire, an alternative methodology suggested that there could be a shortfall. The agreed method is reflected in the Glasgow and the Clyde Proposed Strategic Development Plan. However, it is accepted that shortfalls may exist at a more local level, and that the size and type of housing already available may not meet current requirements or the expected change in demographics. Another consideration is the need to continue to address poor quality and unpopular housing in some areas, including those without a shortfall. The Proposed Strategic Development Plan accepts that local authorities need to consider further their individual housing needs and the resources for delivery of affordable housing.

The case for an affordable housing policy has not been proposed in the Local Housing Strategy, although a target of 70 new build social rented houses per annum has been set. In order to ensure that this target is met at a time of

restricted public finance, it is proposed that a percentage affordable housing contribution will be sought from private developers of housing sites over a certain size. This could replace the current approach which identifies land specifically for social rented housing. Detailed policies on how the affordable housing contribution is expected to be delivered will be set out in supplementary planning guidance. It is recognised, however, that the Council should not impose an affordable housing requirement which will stifle overall levels of housing development and the regeneration of our key sites.

**Issue 16                      Is an affordable housing policy required within the West Dunbartonshire Local Development Plan?**

**Option 16a                      Yes, a contribution towards meeting affordable housing requirements should be expected from every private sector housing site over a certain size, including those seeking renewal of existing consents.**

This is the preferred option. There is a target in the Local Housing Strategy to build 70 affordable housing units annually. It is proposed that given the current restrictions on public finance, it is reasonable to require the developers of significant private housing sites to provide a contribution towards this target.

**Option 16b                      Yes, a percentage affordable housing contribution should be expected from any greenfield release sites identified by the Plan or obtaining planning permission during the Plan period.**

This option is not preferred. It might not provide the level of contribution required, given that the majority of the private sector housing land supply is brownfield.

**Option 16c                      No, the Glasgow and the Clyde Valley Housing Need and Demand Assessment does not justify the need for an affordable housing policy within West Dunbartonshire. The inclusion of such a policy could be a barrier to the recovery of the housebuilding sector in the area at this time.**

This option is not preferred. There is an acknowledgement that the results in the Housing Needs and Demand Assessment may mask local shortfalls and specific needs which could support a policy.

**Option 16d**

**No, but the West Dunbartonshire Local Development Plan should ensure a supply of land for affordable housing by specifically identifying land for this purpose, and encouraging provision by the private sector where appropriate.**

This option is not preferred. The allocation of land does not necessarily translate into new housing if finance is restricted. Any level of contribution required from the private sector must be clear in order to be fair and transparent.

**Environmental Report Conclusion**

The adoption or otherwise of an affordable housing policy is not expected to have a significant environmental impact.



## **Issue 17 – Land for Housing**

Scottish Planning Policy requires the planning system to allocate a generous supply of land on appropriate and effective sites to meet identified housing requirements across all tenures. The Housing Need and Demand Assessment has assessed the demand for housing across the Glasgow city region based on generous assumptions of future levels of household growth. The private sector demand is assessed using an agreed framework of Housing Market Areas – these are the areas people are likely to move within if moving house. It has concluded that there is no requirement for additional land to be released to meet housing requirements in either of the Housing Market Areas affecting West Dunbartonshire: Clydebank being part of the Greater Glasgow North and West Sub-Market Area, and the Dumbarton and the Vale of Leven being a individual Housing Market Area. The Proposed Glasgow and the Clyde Valley Strategic Development Plan, however, allows for local flexibility through the release of limited additional land, particularly where a private sector contribution could address affordable housing needs. These additional releases are expected to be primarily on brownfield sites in accordance with the sustainability principles of the Strategic Development Plan.

The conclusions in the Housing Needs and Demand Assessment have been translated into Housing Supply Targets in the Council's Local Housing Strategy of an ambitious 250 private sector units per annum up to 2020. This reflects the estimated local authority private sector new build requirement in the Proposed Strategic Development Plan. The current effective private sector land supply identifies more than enough sites to achieve this target. The effectiveness of this land supply for the next seven years has been agreed by Homes for Scotland. However, current financial and market conditions suggest that these levels of completions may not be achieved until the economy improves.

Social and Economic Regeneration is a Strategic Priority of the Council and redevelopment of brownfield land for housing has a significant role to play in this. Regeneration is also assisted by making West Dunbartonshire a more attractive place to live. New housing in right places will contribute towards this. Meeting our ambitious Housing Supply Targets over the Plan period will require sites that developers can develop with minimum difficulty in locations where people want to live. Homes for Scotland has agreed that at 2011 the Council has an effective land supply sufficient to meet the Housing Supply Target, but it is important to ensure this remains the case over the Plan period. Supplementing the housing land supply with additional sites will help to achieve this. Therefore, as part of this Main Issues Report a number of sites are included for consultation purposes so that the Proposed Plan includes what is considered to be a generous supply of effective sites in a range of locations, having taken environmental considerations into account.

The sites included in this consultation have been identified to the Council by landowners or housebuilders, or have emerged from the Council's green belt review or the review of the Council's property requirements. Additional information on each site is contained in the Potential Housing Sites Background Report.

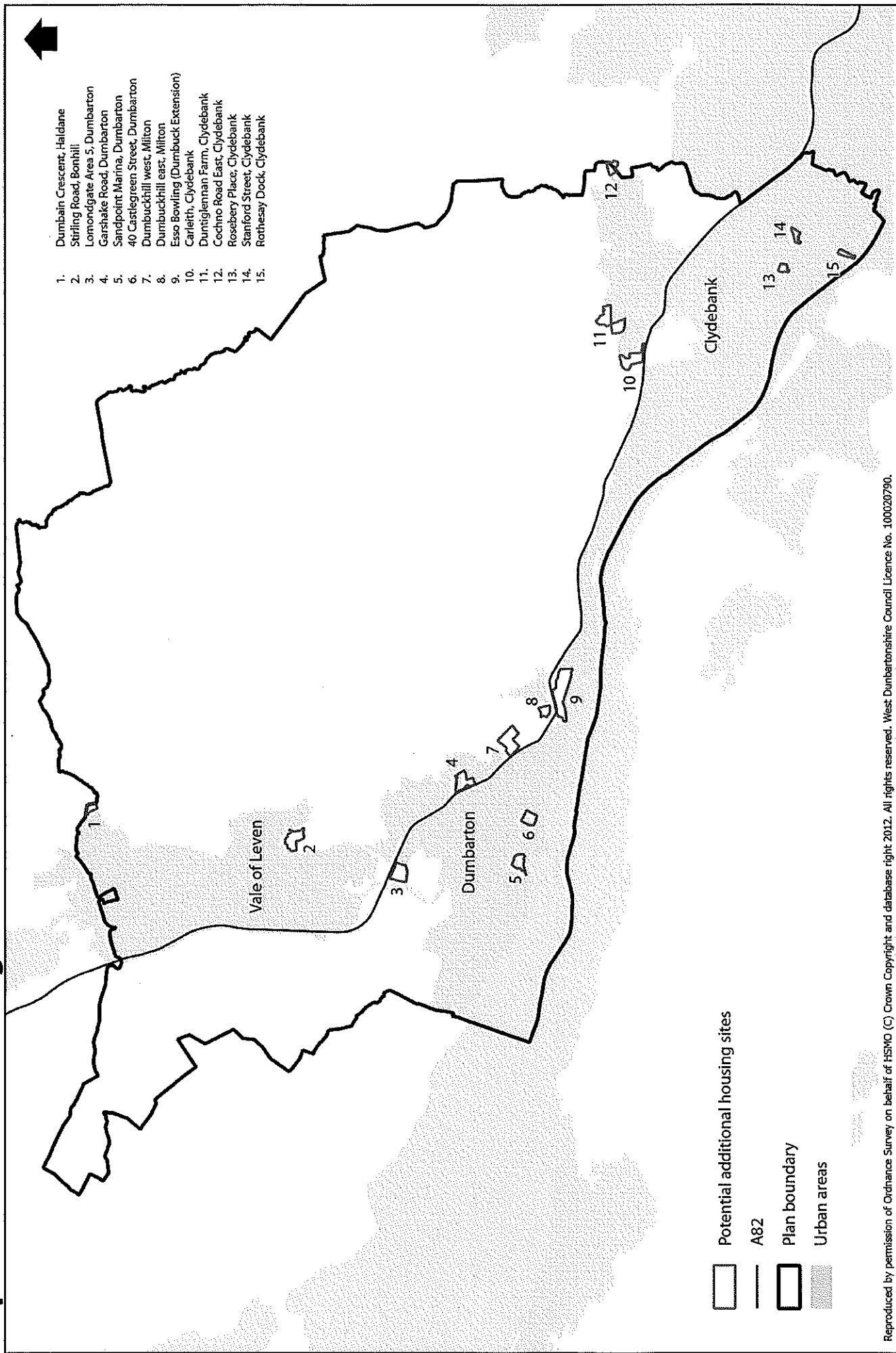
- Issue 17**                      **Does West Dunbartonshire's housing land supply provide an effective and generous supply of land for housing, including providing for a sufficient choice of sites?**
- Option 17a**                      **The housing land supply should be supplemented by the allocation of some of the following sites for housing development:**
- Clydebank  
Carleith, Duntocher  
Cochno Road East, Faifley  
Duntiglennan Fields, Duntocher  
Rosebery Place, Clydebank  
Rothesay Dock, Clydebank  
Stanford Street Depot, Clydebank
- Dumbarton and the Vale Of Leven  
Castlegreen Street, Dumbarton  
Dumbain Crescent, Haldane  
Dumbuckhill, Dumbarton  
Esso western extension, Milton  
Garshake Road, Dumbarton  
Lomondgate Area 5, Dumbarton  
Sandpoint Marina, Dumbarton  
Stirling Road, Bonhill
- This is the preferred option. The allocation of some additional land for housing will provide additional generosity and flexibility in the housing land supply. Further details on each site are provided in the Background Report on Site Assessment for new Housing Sites.
- Option 17b**                      **Yes, the housing land supply provides a generous choice of land for housing development over the Plan period to 2019 and no further land should be allocated.**
- This option is not preferred. Although the optimistic private housing supply target of 250 per annum can be met on the agreed effective land supply, it is not considered reasonable

to rely on these sites entirely, and the land supply should be supplemented to provide additional generosity and flexibility.

**Environmental Report Conclusion**

The environmental impact of Option 17a is dependant the identified sites allocated and developed. These sites are assessed individually under Issue 30. Option 17b would not have any significant environmental impacts.

# Map 17 - Land for Housing



## **Introduction – The Green Network**

The green network is about creating an attractive environment in which to live, work and visit, which contributes to sustainability through managing water and minimising carbon emissions, and which protects and enhances biodiversity. On the ground, it is the open spaces around us, including our local open spaces, parks, the countryside, and the paths, green corridors and waterways that connect them.

The green network concept is promoted by the designation of the Central Scotland Green Network as one of only 14 national projects in National Planning Framework for Scotland; it is the only national project that applies to West Dunbartonshire. It is also an important element of the Proposed Strategic Development Plan for Glasgow and the Clyde Valley, and is supported in this area by the Glasgow and Clyde Valley Green Network Partnership.

The West Dunbartonshire Local Development Plan will seek to protect and enhance the various elements of the Green Network including open spaces of all types, the urban/rural fringe and countryside, nature conservation sites, and areas important for their landscape value. The issues in this section seek to address how this is best done.

The Glasgow and Clyde Valley Green Network Partnership has undertaken an analysis of the Green Network within West Dunbartonshire which seeks to identify the most important opportunities for its enhancement. The findings of this study are the basis for one issue.

The most accessible parts of the Green Network are urban open spaces. The plan will seek to protect existing open spaces but through new residential development can also improve existing and provide new open spaces. There is an issue around how this is best achieved.

The green belt which surrounds our urban area is an important part of the Green Network. It provides a setting for our towns, can manage the growth of the built-up area thus encouraging regeneration, and protects the countryside which provides access to less formal parts of the Green Network. A green belt review has been undertaken for the Local Development Plan and this forms another issue.

West Dunbartonshire has a network of locally important nature conservation sites and in the Kilpatrick Hills, an area recognised for its landscape value. Consideration is given as to how these are best protected.

## **Issue 18 – Green Network Opportunities**

To assist understanding of the Green Network it would be useful for it to be identified, a land use that can be protected, enhanced and expanded through the Local Development Plan. The Glasgow and Clyde Valley Green Network Partnership identifies the Green Network in terms of:

*Green Network Cores* – large areas of greenspace delivering a wide range of Green Network benefits.

*Green Network corridors and links* – corridors of greenspace along waterways, paths and transport corridors that serve to connect Green Network hubs.

*Green Network stepping stones* – greenspaces forming incomplete corridors linking Green Network Cores.

*Isolated Greenspaces* – isolated spaces that provide Green Network benefits.

Through thinking in these terms it can become possible to identify key assets of the Green Network on the ground. But there is a risk that in specifically identifying a Green Network other valuable open spaces not identified as part of it are perceived to be less valued. This would not be an intention of identifying a network, but could be a consequence.

The Glasgow and Clyde Valley Green Network Partnership has developed a process (Green Network Opportunities Mapping) by which priorities for Green Network enhancement and expansion can be identified. Using Geographic Information Systems (GIS), analysis is undertaken to identify priorities for habitat expansion and for improving access to greenspaces. These are correlated with areas designated for development and regeneration which provide opportunities for delivery of the Green Network enhancement as sites are developed. This process has identified a number of strategic Green Network delivery opportunities in West Dunbartonshire where the targeting of the planning process and resources can deliver multiple Green Network benefits. These are shown in Map 18. The Green Network Opportunities Mapping Report is a Background Report.

<b>Issue 18</b>	<b>What approach should the Local Development Plan take to safeguarding and enhancing the Green Network?</b>
<b>Option 18a</b>	<b>The Local Development Plan should identify a Green Network and make use of the Green Network Opportunities Mapping methodology to identify priorities for its enhancement. Supplementary Planning Guidance should be developed to support this approach.</b>

This is the preferred option. It is considered that the identification of the Green Network will assist with the understanding, promotion, protection and enhancement of the Green Network. The structured identification of opportunities and priorities will assist in directing investment to locations and projects that will enhance the overall Green Network.

**Option 18b**

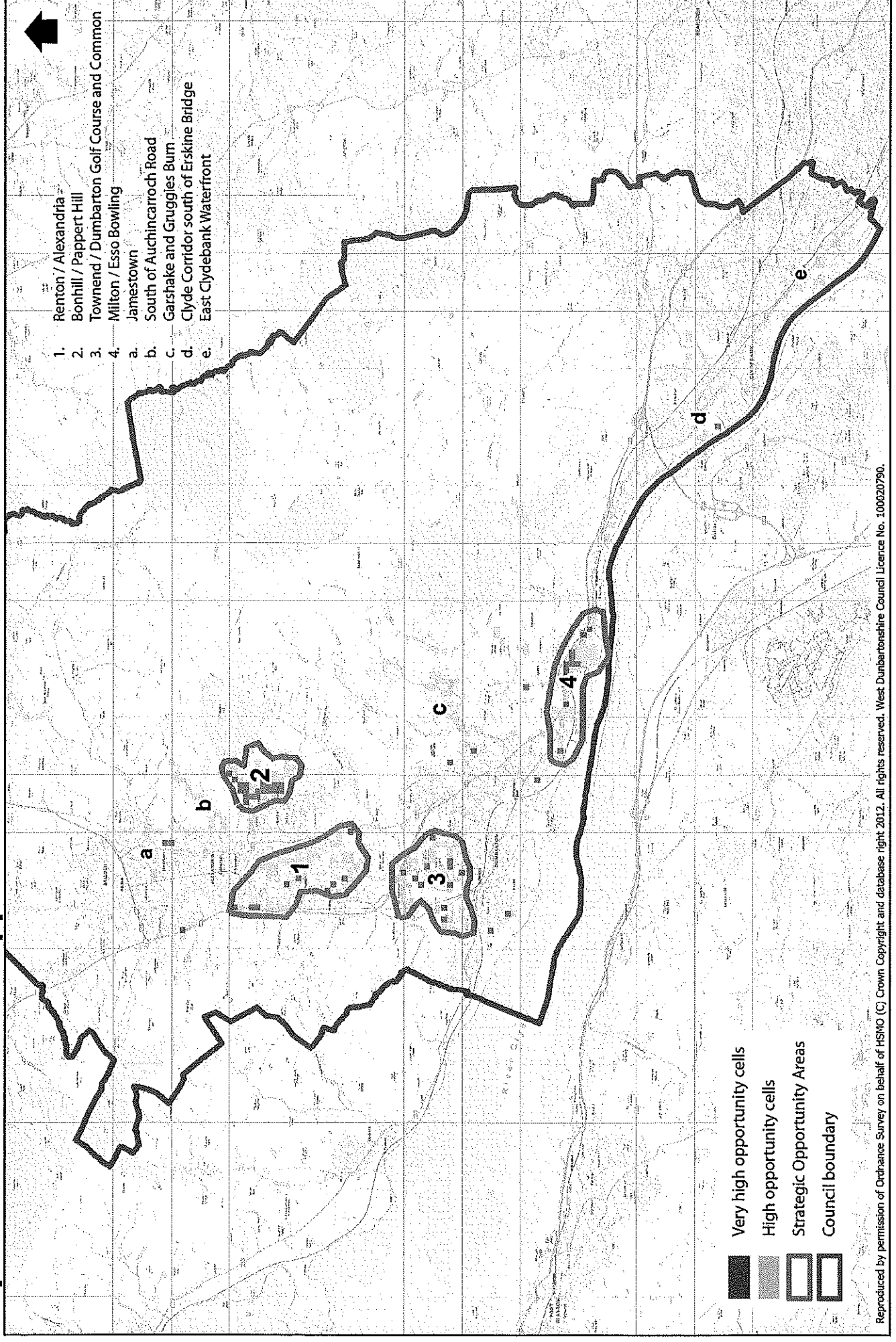
**The Local Development Plan should identify and protect open spaces but a Green Network should not be specifically identified.**

This option is not preferred. Whilst the spaces forming the Green Network would continue to be safeguarded, an opportunity would be missed to better promote and safeguard the Network. Opportunities to obtain investment in the Network through developer contributions and other funding would be missed and there would be a lack of focus on enhancement of the overall Network.

**Environmental Report Conclusion**

Option 18a is assessed as likely to have positive environmental impacts in relation to all the SEA Topics. The absence of a co-ordinated, action-orientated approach which identifies priorities for enhancement but protects open space would not have the same positive environmental impact.

# Map 18 - Green Network Opportunities





## **Issue 19 – Provision of open space through new residential development**

A common means of enhancing the open space resource within an area is the provision of new, and improvement of existing, open space associated with new development. Generally, the purpose of open space provided within non-residential development is to improve the development visually through landscaping rather than the creation of usable open space. But for new residential development, access to usable open space is a more significant consideration.

The current Local Plan requires the provision of open space in new residential development at a level of 2.4ha per 1,000 population. So a new residential development with an estimated population of 100 people would require the provision of a quarter hectare of open space. These standards are based on National Playing Fields Association (now Fields in Trust) standards. The policy allows for a financial contribution towards off-site facilities.

For the Local Development Plan, consideration is being given to refining these requirements to improve investment in open spaces. It is not always necessary, or best, for open spaces to be provided within new developments or even in the immediate locality. Some developments are too small and some areas are well served by good quality open spaces. In these circumstances open space contributions could be best directed to the wider Green Network which will come under greater use as a result of new residential development.

To support an approach whereby open space is provided locally if required or a contribution made to the wider Green Network instead, the Council has examined the existing provision of open space in West Dunbartonshire (see Background Report). Taking account of roads, railways and waterways as barriers to access, analysis areas have been identified and measurements made of the quantity of and accessibility to open space within these areas. This has identified existing provision of open space per 1,000 people and areas with poor accessibility to open spaces of certain sizes. Across West Dunbartonshire there is a provision of approximately 6 hectares of usable open space per 1,000 people. This is considered a reasonable standard to base quantity standards on, and on which to base contributions to open space.

Therefore it is proposed that for the Local Development Plan supplementary planning guidance be produced that seeks open space contributions from new residential developments be based on a contribution of 6 ha per 1,000 people and that the location of provision be based on accessibility to quality open spaces and the scale and nature of the residential development.

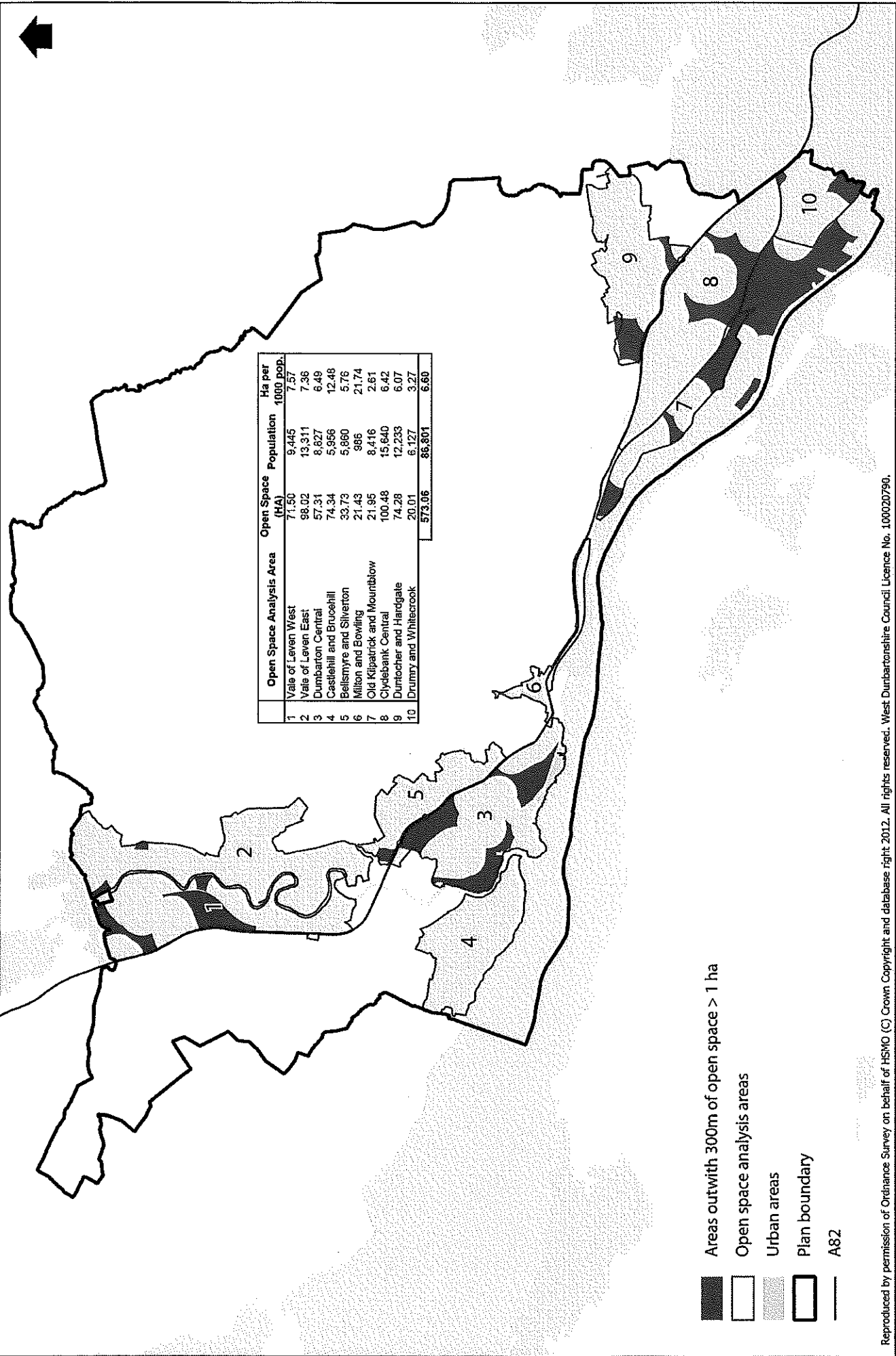
Alternative approaches include the provision of open space to be negotiated on a site-by-site basis with no set standards, or for standards to be set for open space to be provided on-site only.

<b>Issue 19</b>	<b>What requirements should the Local Development Plan make in relation to the provision of open space associated within new residential development?</b>
<b>Option 19a</b>	<p><b>Contributions to open space should be sought on a basis of 6 ha per 1000 new residents. Determination of whether the contribution should be on-site, off-site or financial will be made with regard to analysis of quantitative, qualitative or accessibility deficiencies supported by Supplementary Planning Guidance.</b></p> <p>This is the preferred option. It provides a level of certainty for developers and directs investment in open space to where it is required most.</p>
<b>Option 19b</b>	<p><b>Open space requirements will be negotiated on a site-by-site basis having regard to open space provision in the locality.</b></p> <p>This option is not preferred. It does not provide certainty for the developer or the Council and could lead to inconsistencies in contributions across the Council area. New residential development places additional pressure on the wider Green Network and compensation for this should be sought even if local provision is good.</p>
<b>Option 19c</b>	<p><b>Open space to be provided on-site based on a requirement of 6ha per 1000 new residents.</b></p> <p>This option is not preferred. The provision of open space on-site is not always the best option and would result in missed opportunities to enhance the overall Green Network.</p>

#### **Environmental Report Conclusion**

All three options will have positive environmental impacts where new open space will contribute to the local environment and as a component of the Green Network. Option 19a is likely to have a more positive impact where it seeks to improve quality as well as provision.

Map 19 - Provision of Open Space Through New Residential Development



## **Issue 20 – Green belt boundary review**

The green belt remains central to the spatial strategy for West Dunbartonshire and the wider Glasgow city-region. The green belt provides clarity and certainty on where development such as new housing will and will not take place, directs planned growth to the most appropriate, sustainable locations and supports urban regeneration. The green belt also has an important Green Network function, protecting and enabling access to open space within and around urban areas and creating and safeguarding the identity of our towns through place-setting and protecting the separation between settlements.

A robust green belt has boundaries which are clearly identifiable on the ground, using strong visual or physical landscape features such as rivers, tree belts, railways or main roads. A review of the green belt boundary (see Background Report) has been undertaken with the aim of ensuring a strong green belt boundary for West Dunbartonshire for the Local Development Plan period which is clearly identifiable on the ground. The review found the green belt boundary in West Dunbartonshire to be clearly identifiable on the ground in most locations but identifies 14 locations where a change to the boundary is recommended to create a better boundary more clearly identifiable as the urban edge.

From these recommendations changes to the green belt boundary proposed in column A of Option 20a represent locations where the green belt would be extended. The sites in column B would result in land being released from the green belt. The purpose of all these changes is to strengthen the green belt boundary so it follows features which are more clearly identifiable on the ground, creating a more robust boundary. There are some locations where a more robust green belt boundary could be identified but the land that would be released from the green belt as a result of this has an important green belt function. No changes are proposed at these locations.

**Issue 20**                      **Should the West Dunbartonshire green belt boundary be amended?**

**Option 20a**                      **The green belt should be amended at the following locations:**

<b>A</b>	<b>B</b>
A82, Renton Woods	Cats Castle
Arthurston Road, Haldane	Lomondgate South (Area 5) ♦
Bonhill North	Dumbain Crescent, Haldane ♦
Stirling Road, Bellsmyre	Esso Bowling (Dumbuck Extension) ■♦
Gruggies Burn	Bowling Basin •
Milton North	Carleith Farm ♦
Old Kilpatrick East	

Dalmuir Park	
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- See also Issue 1 & 3
- See also Issue 1
- ♦ See also Issue 16

This is the preferred option. Sites listed in column A, including Dalmuir Park, would become part of the green belt while sites in column B would be released from the green belt. Column B sites have also been considered in the context of the housing land supply at Issue 17, with the exception of Cats Castle which would become part of the existing residential area and Bowling Basins which would be included as part of the Key Regeneration Site. The benefit of changing the green belt boundary in these locations is to create a stronger, more identifiable boundary.

#### **Option 20b**

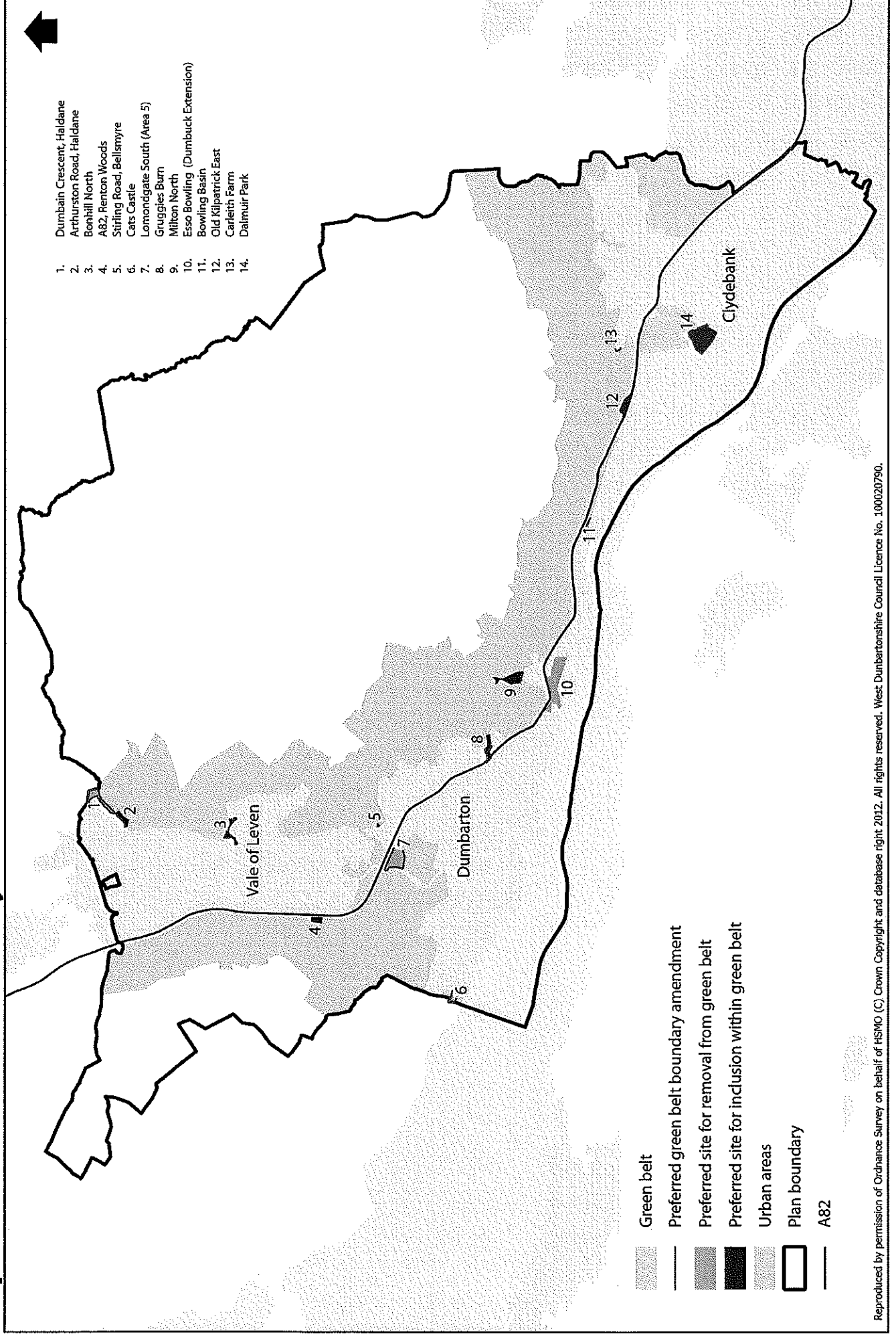
**The green belt boundary should remain as in the West Dunbartonshire Local Plan.**

This option is not preferred. The green belt boundary review has identified locations where it is considered the boundary can be strengthened so as to create a more robust and sustainable boundary.

#### **Environmental Report Conclusion**

There are not considered to be any significant environmental impacts resulting directly from changing the green belt boundary. Instead, secondary impacts may arise in relation to the proposed use of land removed from the green belt. Where a development use is proposed this is assessed elsewhere (Issues 3 and 16). There are no significant environmental impacts arising from retaining the existing green belt boundary.

# Map 20 - Green Belt Boundary Review



## **Issue 21 – Local Nature Conservation Sites**

West Dunbartonshire has a rich resource of natural and semi-natural habitats. Extensive upland moorland to the east and west is separated by the River Leven corridor, which together with coastal habitats along the River Clyde form a framework around the urban area. A number of these habitats have statutory designations as internationally and nationally important sites: the Inner Clyde is a Special Protection Area, Ramsar Site and Site of Special Scientific Interest (SSSI) and there are a further seven SSSI.

A number of Local Nature Conservation Sites are also identified, following surveys in the early 1990s. More recently, a review of Local Nature Conservation Sites carried out in 2008 confirmed the value of these sites and proposed 12 new and 3 extended sites. The resulting network covers virtually all significant semi-natural habitats in West Dunbartonshire. The rationale of this approach is to protect habitats from fragmentation and isolation, which harms biodiversity and the ability of ecosystems and natural processes to adapt and respond to changes in the climate.

This issue concerns how the Local Development Plan should protect these Local Nature Conservation Sites. Previous Local Plans have identified Local Nature Conservation Sites on the proposals map and included policies to specifically protect them. Designating such an extensive network may, however, have the consequence of other habitats, for example wildlife corridors which are not specifically designated, being construed as less important.

**Issue 21                      How can the Local Development Plan best protect locally important habitats and biodiversity?**

**Option 21a                  The Plan should clearly identify and protect the network of Local Nature Conservation Sites shown in Map 21.**

This is the preferred option. It would apply to the extended network of Local Nature Conservation Sites as identified in the 2008 Review. Identifying and protecting the sites in this way gives the networks of sites a status which reflects the site's local importance.

**Option 21b                  The impact of all development upon local biodiversity should be assessed having regard to available survey material, including the 2008 Review of Local Nature Conservation Sites. Locally important nature conservation sites should not be differentiated in the Plan.**

This option is not preferred. Not showing the Local Nature Conservation Sites and instead assessing all applications for their impact on natural heritage equally may lead to greater

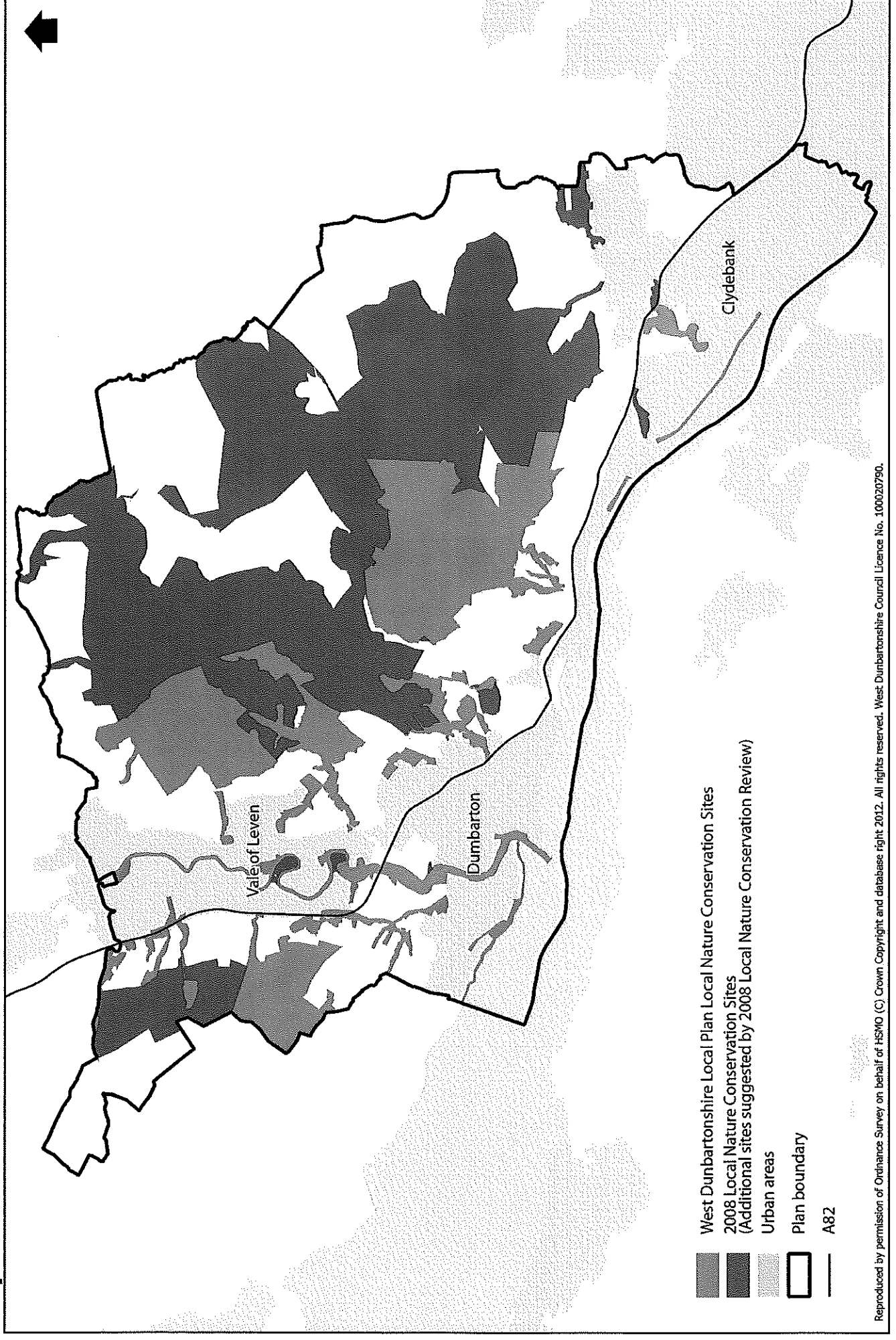
consistency across the whole plan area but ignores the value of identified local habitats and the network they create.

**Environmental Report Conclusion**

The assessment indicates that Option 21a is preferable with a minor positive effect on the environment predicted through the protection of Local Nature Conservation Sites. Not identifying Local Nature Conservation Sites and giving them a status within the Local Development Plan would result in uncertain impacts, with potential for significant environmental negative effects.



# Map 21 - Local Nature Conservation Sites



## **Issue 22 - Designated Landscape Area**

The scenic quality of the Kilpatrick Hills area of West Dunbartonshire is currently recognised through its designation as a Regional Scenic Area. The Regional Scenic Area is identified in both the Glasgow and the Clyde Valley Structure Plan and the West Dunbartonshire Local Plan with each having policies in place protecting it from adverse environmental impact.

Unusually, the West Dunbartonshire Local Plan policy which protects the Regional Scenic Area is the only policy which covers a large area of rural West Dunbartonshire, creating a situation whereby the only policy consideration in this area is impact on landscape. It is more usual for a landscape protection policy to be coupled with another policy concerned with the principle of development in the Green Belt/Countryside.

The emerging Glasgow and the Clyde Valley Strategic Development Plan does not seek to protect specific environmental resources as its predecessor the Structure Plan did. Rather, its focus is on promoting the Green Network in its entirety. Further, Scottish Planning Policy now requires non-national scenic designations to be identified as Local Landscape Areas. The basis for retaining the designation 'Regional Scenic Area' has therefore been removed.

The designation of the Kilpatrick Hills Regional Scenic Area emerged from the 1981 Strathclyde Structure Plan, with its boundaries identified by the subsequent local plans covering West Dunbartonshire. If a landscape area is to remain designated it is important to occasionally revisit the reason for the designation and its boundaries.

There is a consequence of designating a particular area as having scenic value, being that the landscape value of non-designated areas can be construed to be of less importance. This could be countered by not designating any areas of being of particular landscape value and simply having landscape value as a consideration in relation to all proposals.

**Issue 22      How can the Local Development Plan best protect areas of landscape quality?**

**Option 22a    The Plan should identify a Local Landscape Area based on revised boundaries of the existing Regional Scenic Area. The Local Landscape Area designation should be coupled with a green belt or countryside designation.**

This is the preferred option. It reflects Scottish Planning Policy in respect of the titling of local landscape designations and addresses some of the shortcomings of the current approach by ensuring that the designated landscape area is underpinned by a policy

framework which addresses the principle of development and not just landscape issues. The designated area would also be strengthened by revisiting and confirming its boundaries.

**Option 22b The existing Regional Scenic Area should be identified as a Local Landscape Area and remain the primary land use designation in that area.**

This option is not preferred. It would maintain the current situation of impact on landscape being the only policy consideration over a large area of West Dunbartonshire.

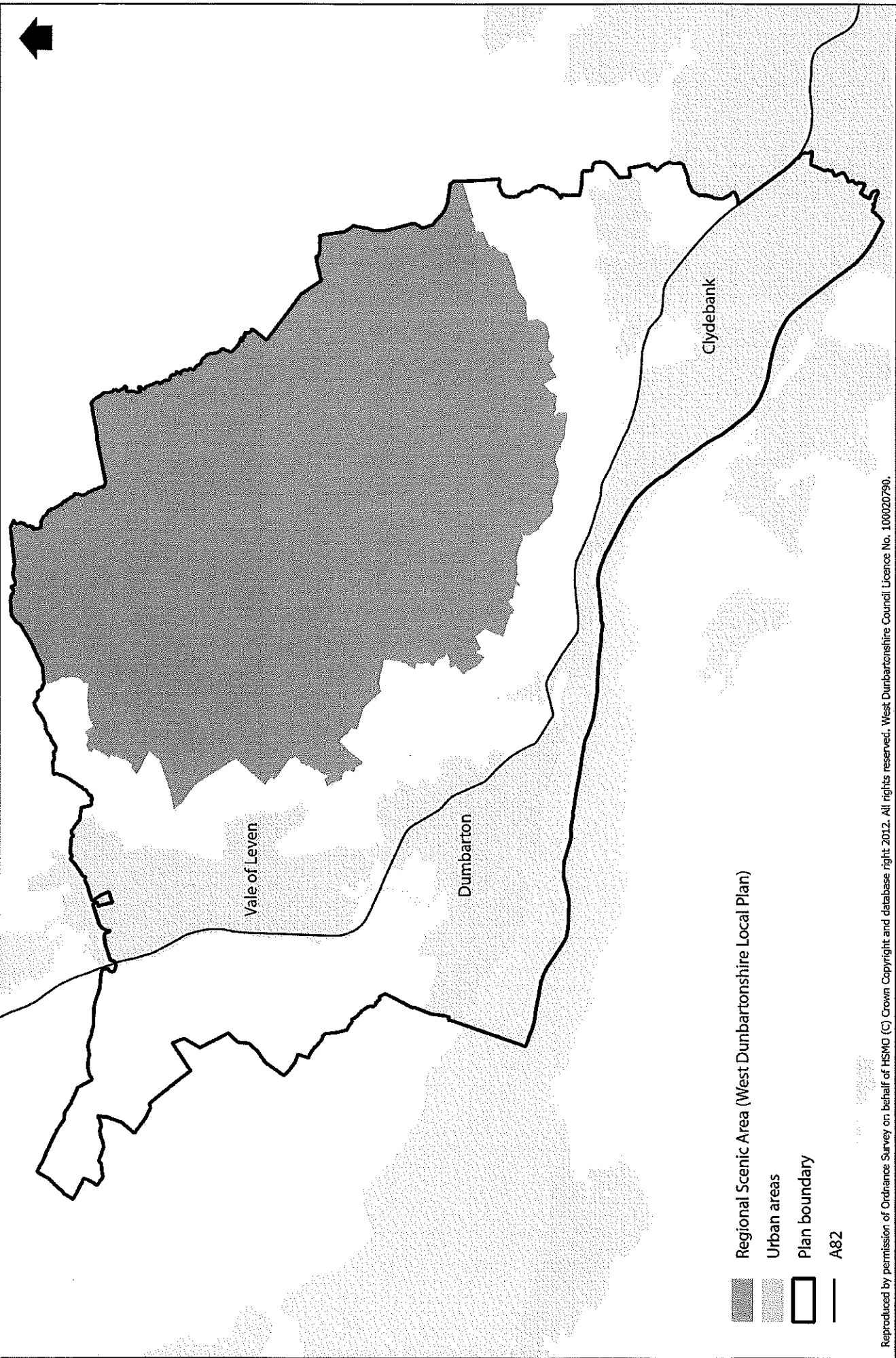
**Option 22c No landscape area should be identified for enhanced protection, with all applications affecting the landscape assessed with regard to the Landscape Character Assessment, other survey material and advice.**

This option is not preferred. It is considered important that areas of particular scenic value are identified and given enhanced protection. The impact of development on landscape will remain a consideration in non-designated areas.

**Environmental Report Conclusion**

The assessment indicates that Option 22a and 22b would have a minor positive effect on the environment predicted through the protection of landscape character. Not identifying a Local Landscape Area in the Local Development Plan would result in uncertain impacts.

**Map 22 - Designated Landscape Area**



## **Introduction - Delivering Sustainable Development**

Sustainable economic growth is identified as the overarching purpose of the Scottish Government. Sustainable economic growth is not about viewing economic growth and protection of the environment as competing factors that need to be balanced, but recognising that the two are integral and Scotland's environment is a key asset in achieving economic growth.

Scotland is affected by, and has a role to play in addressing, climate change. The Scottish Government has a target of reducing greenhouse gas emissions by 80% by 20250, with an interim reduction target of 42% by 2020. The production of energy from carbon-based fuels is a significant contributor to greenhouse gases, so Scotland's wind energy resource is an opportunity for reducing carbon emissions. The policy framework for assessing wind energy proposals is the first issue addressed in this section.

Micro-renewables within or in the curtilage of buildings are another means of reducing carbon emissions. Development Plans must require all new buildings to include low and zero carbon generating technology and specify the proportion of greenhouse gas emissions will be avoided as a result. This matter is also the subject of an Issue.

An impact of climate change is rising sea levels and more frequent and severe storms. West Dunbartonshire's coastal location means it is likely face an increased risk of flooding. Views on the risks and potential solutions to the flooding problem are sought.

Another means of reducing carbon emissions is to reduce private car travel. West Dunbartonshire is already well connected to the public transport system, and Fastlink – a bus-based transit system proposed to run along the north and south of the River Clyde – would be an attractive enhancement. There is an issue surrounding whether the Local Development Plan should provide for it.

Road infrastructure is essential for economic growth, but congestion can have adverse economic and environmental impacts. The Kilbowie Roundabout in Clydebank is recognised as a 'pinch-point' in West Dunbartonshire's road network and work has been undertaken to identify solutions to this. The proposed solution is the subject of Issue 27.

Modern and efficient infrastructure is essential to support economic growth and physical development. Both the public and private sector have a role in providing this, the latter through developer contributions. In the current financial climate, there is an issue over where the funding for infrastructure is provided from. This matter is addressed by Issue 28.

## **Issue 23 – Wind Energy**

Scottish Planning Policy is broadly supportive of renewable energy generation, seeing it as a vital element in the response to climate change. Renewable energy sources include wind, hydro, solar, wave, tidal and energy from waste and biomass. Some of these resources have the potential to be explored within West Dunbartonshire, which currently does not offer a renewable energy resource on a large-scale commercial level.

The West Dunbartonshire Local Plan has a criteria-based approach to assessing renewable energy proposals, which does not have a spatial framework. This means that there are no preferred or non-preferred areas for renewable energy developments, and instead proposals are assessed against criteria relating to impact on landscape, biodiversity, the historic environment, and the amenity of local communities.

Scottish Planning Policy, however, does encourage a spatial framework particularly with regard to wind farms over 20 megawatt generating capacity (based on a typical output of 1-2 megawatts per turbine, this equates to a wind farm of 10 to 20 turbines). This would identify areas less suitable for wind farms, areas with potential constraints and areas of search. The Proposed Strategic Development Plan has adopted this approach and identifies search areas for wind farms generating 20MW or more. None of these areas of search are within West Dunbartonshire. However, West Dunbartonshire may have capacity for single and smaller groupings of wind turbines generating up to 20MW, and a spatial framework may be appropriate to direct these.

Much of rural West Dunbartonshire is designated as either green belt or of landscape value. If these areas were identified for significant protection or potential constraint, the area left for search would be limited.

**Issue 23      Should the Local Development Plan include a spatial framework to direct the location of wind farms and turbines?**

**Option 23a    No, a criteria-based policy should be applied to all areas with no preferred or non-preferred areas identified.**

This is the preferred option. It avoids placing a blanket restriction on any specific areas which could result in very small areas of search.

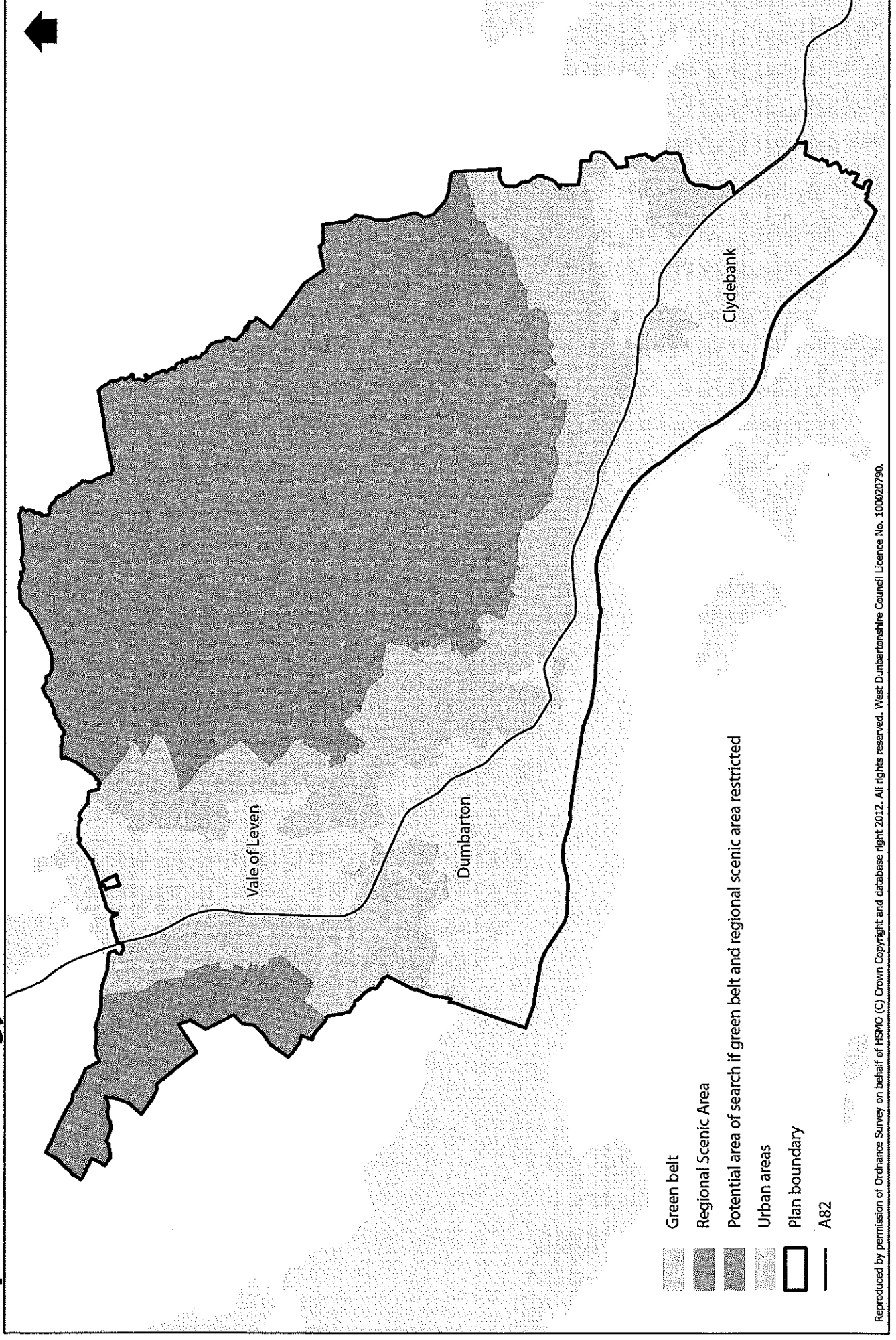
**Option 23b    Yes, it is considered that the green belt should be identified as requiring significant protection and the designated landscape area as an area with potential constraints. Remaining land should be identified as an area of search.**

This option is not preferred. It is considered to place too great a restriction on where wind farms can be located within West Dunbartonshire and potentially limits areas of search to a very small area.

**Environmental Report Conclusion**

The different policy approaches outlined in Options 23a and 23b are both assessed as having an uncertain environmental impact, dependant on the wording of criteria.

# Map 23 - Wind Energy





## **Issue 24 – Reducing greenhouse gas emissions from new buildings**

The planning system is seen as having a key role in the progress towards a 'low-carbon' future and the reduction of green house gas emissions required to tackle climate change. At a strategic level, it has a role in directing development to locations you can get to without having to use a car and supporting a diverse range of renewable energy technologies.

At a more local level Local Development Plans are required to include policies requiring the installation and operation of low and zero carbon technologies in new buildings and to state the amount of greenhouse gas emissions that will be avoided by the inclusion of such technologies.

Building Standards Regulations already place requirements on new buildings that, whilst not specifying the inclusion of renewable technologies, make it difficult for standards relating to sustainable design to be met without their inclusion. Local Development Plans are now encouraged to go further and require the inclusion of such technology, with detail provided in Supplementary Planning Guidance. Renewable energy technologies that can be installed within buildings or their curtilage include solar panels, wind turbines and heat pumps.

Whilst the inclusion of renewable energy technologies within new buildings appears a sensible and commendable step towards reducing greenhouse gases, there is a need to strike a balance between setting a reduction target that can contribute to reducing emissions and one which is achievable and affordable to those investing in new buildings.

### **Issue 24      What target should the Local Development Plan set for the reduction of greenhouse gas emissions in new buildings?**

#### **Option 24a    The Local Development Plan will require the inclusion of low and zero carbon technology within new buildings and reinforce the Building Standards Regulations target emission rate.**

This is the preferred option. It will require the installation of zero and low carbon generating technology within new buildings but will not require emission standards in excess of Building Standards Regulations which are already challenging and kept under review.

#### **Option 24b    The Local Development Plan will require the inclusion of low and zero carbon technology within new buildings and that greenhouse gas emissions will be a minimum of 5% less than the target emission rate established by Building Standards Regulations.**

This option is not preferred. Requirements associated with low and zero carbon generating technology are relatively new and Building Standards Regulations' target emissions rates have recently become more challenging and will be kept under review. It is not considered appropriate to require greenhouse gas emission standards in excess of Building Standards Regulations at this time.

**Environmental Report Conclusion**

Both options will have a minor positive impact on climatic factors but no significant impact on other SEA topics.

## **Issue 25 – Flooding**

It is predicted that, as a result of climate change, sea levels will rise and there will be an increase in the number and severity of storms. Both these factors are likely to increase the frequency and severity of flooding events. Our coastal location makes this a particularly pertinent issue for West Dunbartonshire. As well as sitting on the Firth of Clyde, it has the River Leven and a number of other waterways running through it, all of which carry flood risks. Dumbarton and the Vale of Leven face almost annual occurrences of flooding in the urban area, with Dumbarton Town Centre and Dumbarton East inundated as recently as November 2011.

Planning has a number of roles with regard to flood management. It can prevent new development on areas that are likely to flood, it can require sustainable urban drainage systems (SUDS) in new developments which help to slow and limit the flow of rainwater into the drainage system, and it can promote major flood prevention works.

The Scottish Government has sought to address the growing threat and impact of flooding through the Flood Risk Management Act. This establishes a more methodological approach to flood risk management requiring a national flood risk assessment which was published in 2011, flood hazard and flood risk strategies by 2015 and local flood risk management plans by 2016. West Dunbartonshire has been identified as within the Lomond and Clyde catchment area, and its urban area has been identified almost in its entirety as within a potentially vulnerable area by the national flood risk assessment. This assessment has been taken on a very broad-brush basis and should not be interpreted as suggesting all urban areas of West Dunbartonshire are at risk of flooding, but it does highlight the significance of the issue for the area.

The land use planning framework for dealing with flooding is fairly well established by Scottish Planning Policy, and options for taking an alternative approach to flood risk management are limited. Therefore, rather than setting out options, the Main Issues Report seeks your views in general on the issue of flooding within West Dunbartonshire.

**Issue 25      Please offer your views in relation matters concerning flooding within West Dunbartonshire. You may want to identify areas you consider to be at risk of flooding including sites referred to in other Issues and suggest potential solutions to flooding problems, both physical interventions and changes in behaviour. Suggestions will help inform the approach taken to flooding in the Proposed Local Development Plan and the future local flood risk management plan.**

## **Issue 26 – Fastlink**

Fastlink is a bus-based public transport system proposed to serve key sites along the northern and southern banks of the River Clyde. Original proposals for the route extend to serve areas in Glasgow City, Renfrewshire and West Dunbartonshire. The system would provide frequent high quality and high priority services operating on dedicated lanes on existing roads.

There are continuing aspirations to have the route extend to West Dunbartonshire running from the Council boundary with Glasgow to Clydebank Town Centre and/or the Clydebank Riverside area. The Council's Local Transport Strategy, Economic Development Strategy and the current Local Plan all support Fastlink and there is an option for the Local Development Plan to safeguard a route for Fastlink and seek its provision by developers within the development sites it is proposed to run through.

The Scottish Government has recently identified £40m funding for the section which will run from Glasgow city centre to the SECC and new Southern General Hospital. No funding or commitment has been given to the further extension of the route at present and any proposals for further extension into the West Dunbartonshire area would need to be brought forward between Strathclyde Partnership for Transport and the Council. But, at this time, there is no guarantee that Fastlink will ever extend to West Dunbartonshire, and the safeguarding and requirement for the route to be provided within development sites would be an additional uncertainty and cost for developers.

**Issue 26                      What approach should the Local Development Plan take towards Fastlink?**

**Option 26a                      The Plan should support the implementation of Fastlink within West Dunbartonshire to serve the Town Centre and/or Clydebank Riverside area. Where the route runs through development sites the necessary infrastructure should be provided by the developer.**

This is the preferred option. It will support the implementation of Fastlink within West Dunbartonshire and help fund its provision. Whilst there are no current plans for the route to be extended into West Dunbartonshire it is important to safeguard the possibility.

**Option 26b                      The Plan should not reserve the Fastlink route nor require its provision in development sites.**

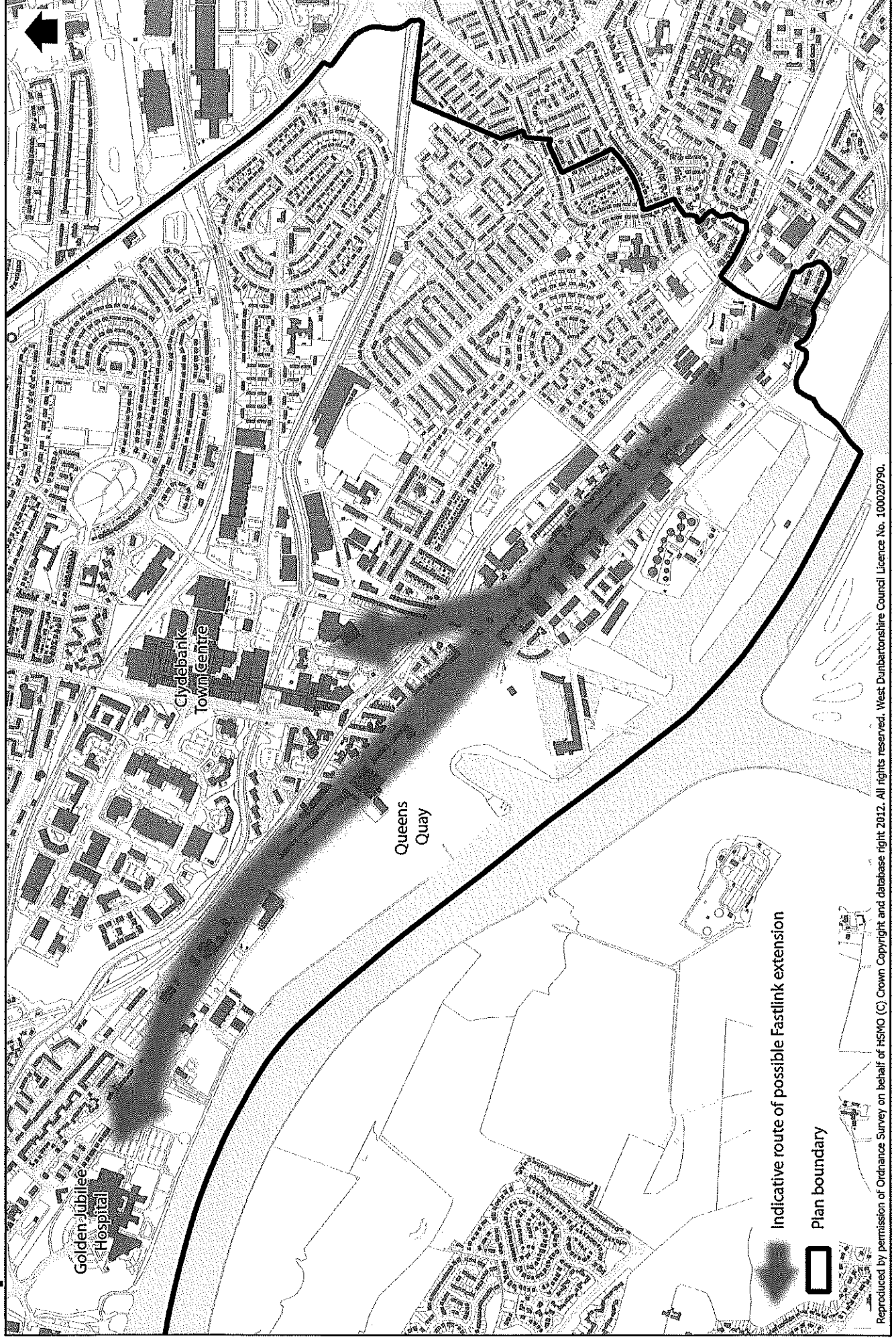
This option is not preferred. Not identifying the route of Fastlink could prevent its implementation of within West

Dunbartonshire if funding was to become available.  
Development could occur that would prevent Fastlink ever  
being achievable within Clydebank.

**Environmental Report Conclusion**

Option 26a supports the Fastlink scheme which is expected to have positive environmental impacts by reducing traffic congestion, noise and air pollution. There are no direct environmental impacts arising from the LDP not making provision for Fastlink (Option 26b), although the potential benefits of Fastlink may not be realised.

## Map 26 - Fastlink



## **Issue 27 - Kilbowie Roundabout**

For the Council to provide an integrated transport strategy, investment is required in roads schemes in order to provide an efficient road network that provides key linkages and minimises delay and congestion. Roads are not only necessary for private car travel but also for fast and efficient bus services and many essential freight journeys.

The Council's Local Transport Strategy and the current Local Plan identify improvements to the Kilbowie Roundabout on the A82 as necessary to improve the road network.

The A82 runs through West Dunbartonshire from the Council boundary with Glasgow to west of Loch Lomondside where it enters the Argyll and Bute Council area. As well as linking West Dunbartonshire with Glasgow and Argyll and Bute, it connects to the Erskine Bridge which leads to Renfrewshire and the national motorway network. It is an essential road for residents and business within West Dunbartonshire and for visitors to Loch Lomond, Argyll and the north west Highlands. It becomes part of the national trunk road network westwards from the Erskine Bridge.

The Kilbowie roundabout is a focal point on the A82, handling traffic travelling between Glasgow, Clydebank, Bearsden/Milngavie, the Erskine Bridge, Dumbarton and Argyll. Conflicting traffic movements have led to problems of congestion, queuing and delays occurring around the Kilbowie and nearby Hardgate Roundabout.

The Council in conjunction with Strathclyde Partnership for Transport undertook a STAG (Scottish Transport Appraisal Guidance) appraisal of the Kilbowie/Hardgate area of Clydebank. The purpose of the appraisal was to understand the cause of problems in the area and identify potential solutions. The required interventions identified include construction of a reconfigured Kilbowie Roundabout. This would involve ground-level lanes running east-west *through* the Kilbowie roundabout (known as a 'hamburger roundabout') and the relocation of the Duntocher Road/A82 (Great Western Road) junction to the west of the roundabout. These changes are demonstrated in Map 27 below. This solution to the operating of the Kilbowie Roundabout has emerged from detailed work and consultation. A second phase of the appraisal is now underway to address the best way of phasing and implementing improvements in the short-medium term based on this preferred option.

There are, however, land use implications associated with this option including the use of open space to accommodate the new link between Duntocher Road and the A82.

**Issue 27**

**What solution should the Local Development Plan promote for Kilbowie Roundabout?**

**Option 27a**

**Kilbowie Roundabout should be reconfigured by:**

- The stopping-up of the existing B814 Duntocher road connection to the roundabout and the creation of a new signalised junction onto the A82 approximately 120 metres westwards; and
- Enabling the flow of east-west/west-east traffic through the roundabout (hamburger roundabout solution).

This is the preferred option. It has emerged from significant study and consultation as the best solution to improve traffic problems in the area.

**Option 27b**

**Traffic management changes only e.g. the re-sequencing of traffic lights, with no physical intervention.**

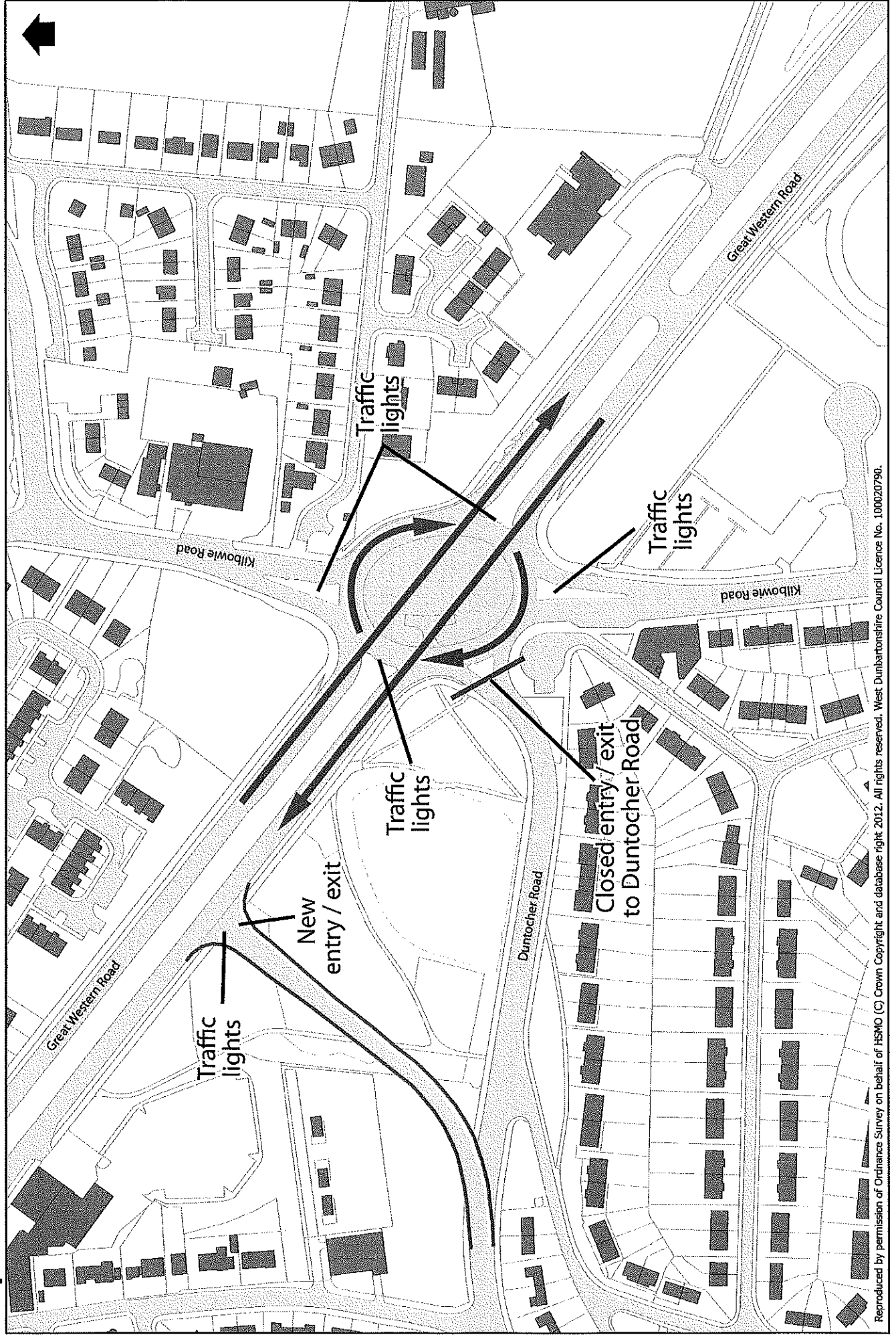
This option is not preferred. It will have limited impact on the traffic problems in the area.

**Environmental Report Conclusion**

Option 27a is assessed as likely to have significant positive impacts by reducing traffic issues in the area leading to improvements in air quality and fewer carbon emissions. Option 27b would bring similar impacts, but to a lesser degree.



# Map 27 - Kilbowie Roundabout



## **Issue 28 – Developer Contributions**

When developing a site developers are often required to provide infrastructure, occasionally off-site, in order to make developments acceptable. Typical examples, in addition to roads and drainage within a site, would be improvements to road junctions that are going to be affected by the development or the provision of open space or play equipment within a site or in a location nearby. Such infrastructure is generally sought as standard in relation to all planning applications.

There are infrastructure requirements beyond open space and essential road improvements which could, if related to or impacted on by the development, be met through developer contributions. Examples include town centre improvements, community and sports facilities, the strategic road network, the path network and the Green Network, beyond the specific open space requirements of any particular development (the issue of Affordable Housing is considered separately under Issue 16). Whilst further work would be required to identify and cost any specific infrastructure requirements, before doing that it is important to examine the principle of developer contributions.

West Dunbartonshire has many development sites which have proven difficult to progress. In addition, since 2008 development finance has been limited and many developments have progressed more slowly than expected, have stalled or not started. Developer contributions are an additional cost to developers and would not have been factored into the costs of developments currently in the pipeline in West Dunbartonshire as the current and previous Local Plan had no such requirement. It can be argued that now is the wrong time to be introducing such a requirement as it will present an additional burden on developers at a difficult time when little development is happening.

However, public finances are also limited, meaning the possibility of local authorities providing infrastructure requirements in order to help progress or accommodate development is also limited. Often, if an infrastructure requirement is not met at the time of development, then the opportunity passes. The timeframe of the Local Development Plan, which is likely to cover 2014-2019, also has to be factored into considerations of whether a developer contribution policy should be included as the development industry may become more active again in this period.

There is one additional area however, where the Council is keen to positively explore extending developer contribution requirements. The construction industry is considered to offer the possibility of creating local employment opportunities, through using local companies on large projects and the provision of training opportunities. The Council is keen to secure such benefits through developer contribution agreements.

**Issue 28      Should the Local Development Plan introduce a requirement for Developer Contributions?**

**Option 28a      Contributions shall only be sought in relation to open space requirements, transport infrastructure improvements essential to facilitate the development and employment-related community benefits.**

This is the preferred option. It continues to provide for essential infrastructure requirements without placing significant additional burden on developers. It is considered that construction projects resulting from planning applications offer the opportunity to boost local employment through local procurement and provision of training opportunities, and the Council wish to secure this through developer contribution agreements.

**Option 28b      In addition to the requirements set out in 28a, contributions will be sought from developers towards infrastructure requirements with details of what type of developments contributions will be sought from and towards which infrastructure requirements to be identified in future Supplementary Guidance.**

This option is not preferred. Developer contributions are considered to be an additional burden on developers at a time when the Council is keen to reinvigorate the development sector within West Dunbartonshire. The recovery of the development sector is expected to be slow and may remain fragile throughout the Local Development Plan period.

#### **Environmental Report Conclusion**

The level of contribution that would be achieved is unlikely to lead to development that would have a significant environmental impact.

## **Introduction - Development Sites**

In addition to the development sites that have been identified in the preceding sections and Issues, West Dunbartonshire has a significant number of other development opportunities available for a range of uses including housing, offices, industrial, retailing and leisure.

Included in this section is a review of these opportunities which identifies the Council's preferred uses for the sites. This includes all of the development sites identified in the West Dunbartonshire Local Plan, and a number of 'new' sites that have obtained planning permission, been identified by or suggested to the Council since the current Local Plan was adopted.

Considered under its own Issue are three locations suggested by Dumbarton Football Club as potentially suitable for the development of a new football stadium with supporting infrastructure and enabling commercial development.

## **Issue 29 – Dumbarton Football Club**

Dumbarton Football Club has indicated that in order to achieve its vision for a successful, financially viable football club playing at the highest possible level and contributing to the economic and social wellbeing of the local community, it requires to re-locate to a new site.

A new, larger, site would allow Dumbarton Football Club to build a stadium with greater possibilities to increase spectator capacity and revenue generation from both football and non-football related activities. The Club also envisage that such a facility would bring significant improvements in the availability, accessibility and quality of sporting facilities in West Dunbartonshire, increasing participation in sport and helping to improve the health and well-being of local residents.

Dumbarton Football Club's present stadium site at Castle Road, Dumbarton extends to approximately 4.2 hectares and the Club consider that restrictions relating to the size of the site, accessibility, surrounding uses and land-ownership mean that a new site is required if it is to achieve its vision.

A key element of the Club's plans is that any new stadium would form part of a larger, mixed-use development, whereby the values generated by other uses would enable or cross subsidise a new stadium, in full or in part. This would be in addition to the re-development of their existing Castle Road site. The types of enabling development considered by the Club include: retail; hotel accommodation; food and drink; leisure; office and business space; and housing. Each of these uses would have its own implications, including for example on the town centre.

Pre-Main Issues Report representations made by Dumbarton Football Club have identified three preferred relocation sites for consideration as part of the emerging Local Development Plan at Bowling, Dumbuck and Young's Farm, Dalreoch. Consultation on the Main Issues Report will help inform which, if any, of these sites may be suitable for inclusion in the Proposed Plan and no preferred option is identified for this issue.

**Issue 29**                      **Should the Local Development Plan identify a site for a new stadium for Dumbarton Football Club along with associated infrastructure and other uses to help fund the stadium?**

**Option 29a**                      **The Plan should identify Esso Bowling as an appropriate location for a new stadium with enabling mixed-uses.**

Issues 1 and 3 identify Esso Bowling as a Key Regeneration Site suitable for a mix of uses. This option would have a

new stadium included as one of the preferred uses for the site.

**Option 29b**

**The Plan should identify Dumbuck as an appropriate location for a new stadium with enabling mixed-uses.**

A second alternative location has been identified by the Club at Dumbuck. Part of the site is vacant and part remains in use with a number of bonded warehouses. The site is within the urban area and is designated in the adopted Local Plan as a redevelopment opportunity for residential or business and industrial use.

**Option 29c**

**The Plan should identify Young's Farm, Dalreoch as an appropriate location for a new stadium with enabling mixed-uses.**

The third site put forward by Dumbarton Football Club is at Young's Farm, Dalreoch. This is a greenfield site which lies out with the urban area. Pursuing this option would represent a significant green belt release.

**Option 29d**

**None of the suggested sites are suitable for a new football stadium and enabling development.**

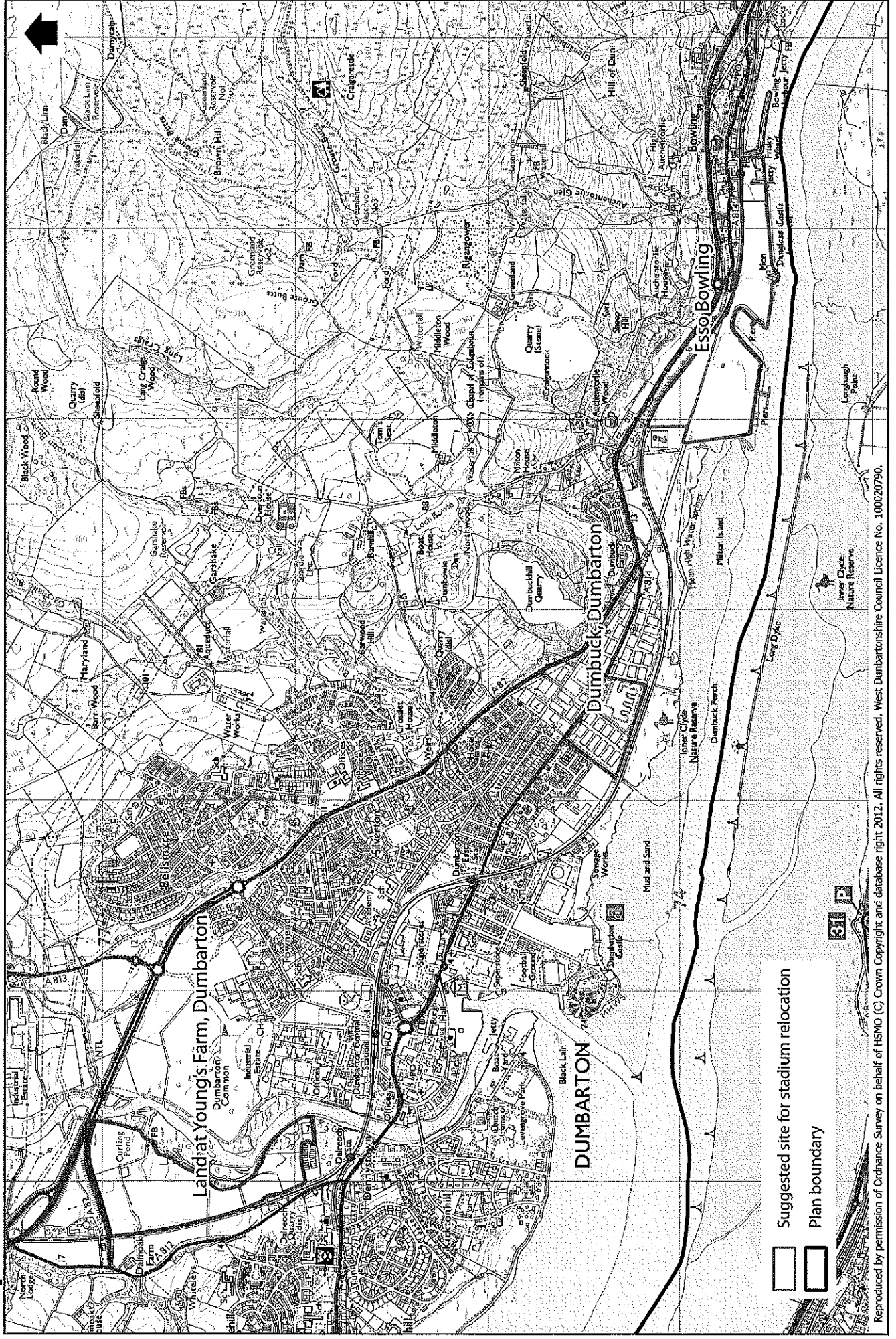
This option would not specifically designate a site for a new stadium in the Local Development Plan. While this would not prevent the Club from relocating during the plan period, it may make any move more difficult in planning terms.

**Environmental Report Conclusion**

Of the three redevelopment options, Option 29b is assessed as having the least environmental impact. Options 29a and 29c show similarities in terms of predicted impact, with likely negative effects on biodiversity, water and landscape. The environmental impact of new road infrastructure to serve the site would also have negative impacts on air quality and climatic factors for Option 29b.

No significant environmental impacts would arise from Option 29d.

# Map 29 - Dumbarton Football Club



## **Issue 30 – Development Sites**

This Issue lists all the development sites that proposed for inclusion, by the Council and others, in the West Dunbartonshire Local Development Plan. The sites are grouped as follows:

Table 30.1 lists sites which are not identified as development opportunity sites in the current Local Plan. These sites have been either proposed by the Council, brought forward by developers and landowners during Pre-MIR consultation or have been granted planning permission since the adoption of the Local Plan.

Table 30.2 lists current Local Plan development opportunities where a new use or designation is proposed.

Table 30.3 lists current Local Plan sites which it is proposed should no longer be identified as development opportunities, including sites that have been developed.

Table 30.4 lists current Local Plan development opportunity sites where no change to the proposed use is recommended.

The West Dunbartonshire Local Plan Development Opportunity Review Background Report makes recommendations on all the development opportunities included in the current Local Plan. The Potential Housing Sites Background Report provides further details on the sites which have been suggested as suitable for residential development. Proposed new development opportunity sites listed in Table 30.1, excluding those with planning consent, have been subject to Strategic Environmental Assessment with the results outlined in the Environmental Report.

A number of the development sites and/or their proposed use(s) are the subject of other Main Issues in this report, and this is indicated in the tables below. Current Local Plan development opportunities are addressed in the West Dunbartonshire Local Plan Development Opportunity Review referred to above. This leaves a number of sites which have been proposed as development opportunities but are not the subject of other Main Issues. These sites are considered below.

### **Carman Waterworks**

The former Water Treatment Works on Carman Road was sold by Scottish Water in 2001. Planning permission was granted in 2005 for a residential property tied to the use of the site as a market garden business and this permission was renewed in 2010.



The owner of the site is seeking a change in the designation of the site from green belt in order to give the flexibility and scope seen as necessary to make redevelopment of the site viable. It is proposed to identify the site as an Environmental Improvement Opportunity in line with similar sites at Garshake Road, Dumbarton and Cochno Road, Clydebank. The preferred use for the site is a small-scale residential development that would be appropriate for its green belt location.

#### Cochno Farm:

Cochno Farm is the University of Glasgow's research and teaching base for its Veterinary and Life Sciences College. The University expects that in order to retain Cochno as an economically viable facility, further significant investment will be required over the next decade to increase the research and teaching capabilities at Cochno and their commercial viability. This could include space for businesses that would benefit from sharing the research facilities at Cochno Farm.

Future investment and expansion at Cochno Farm could involve the conversion of existing buildings, including the B-listed Cochno House and Stables which are currently vacant; the rationalisation of some of the existing buildings within the farm estate which are under-utilised or unsuitable; or the construction of new buildings to provide room for ancillary uses.

To enable the University of Glasgow to develop its facility at Cochno Farm it is proposed that the farm is identified in the Local Development Plan as a Public Service Opportunity within the green belt. The purpose of the designation would be to allow limited essential and sensitively located new development that would maintain the viability of the facility and enable its future growth.

#### Great Western Road:

Permission was granted in 2010 for the construction of a special needs day care centre on land extending to approximately 1.2 hectares north of Great Western Road and in the green belt. This permission is identified as a Public Service Opportunity in the Local Plan. It is proposed by the landowner to increase the extent of this opportunity to around 6 hectares to allow up to an additional 20 specially adapted residential properties and related facilities, including a school. However, it is considered that this is a sensitive green belt location that should not be subject to development beyond that already permitted (see also Green Belt Boundary Review Background Report).

#### New Listed Building Opportunities:

Schedule BE 4 of the West Dunbartonshire Local Plan identifies listed buildings within the area which are vacant, derelict or underused and represent

opportunities for development that would assist in maintaining the condition of these buildings. A number of the buildings are identified as being 'at risk'. It is proposed that the Local Development Plan will highlight all buildings in West Dunbartonshire which are included in the Buildings at Risk register and are assessed as being in poor, very poor or ruinous condition. This includes the following buildings not identified in the current Local Plan: Littlemill Distillery Exiseman's House at Bowling, Bruce Street Baths and Swimming Pool in Clydebank, Mountblow Sports Pavilion, Levenford House Lodge, Strathleven House Stables & Coach House and Doocot and House and Lodge at the former Argyll Motor Works.

The tables below show the current Local Plan designation for each proposed development site, the use proposed by the Council or landowner/developer and the Council's preferred use of the site.

**Issue 30: Do you agree with the preferred option for use of the following sites?**

**30.1 New Development Opportunity Sites:**

Ref	Site		West Dunbartonshire Local Plan	Use proposed by or suggested to Council	Preferred use for West Dunbartonshire Local Development Plan
001	Antartex, Lomond Industrial Estate	ALEXANDRIA	Existing Industrial & Business Use	Retail Opportunity	Commercial Centre (Destination) <i>see Issue 12</i>
002	Susannah St	ALEXANDRIA	Town Centre	Housing Opportunity	
	Bank Street	ALEXANDRIA	Town Centre	Redevelopment Opportunity	Town Centre Opportunity Site <i>see Issue 13</i>
	House & Lodge at former Argyll Motor Works	ALEXANDRIA		Listed Building Opportunity <i>see above</i>	
	Stirling Road	BONHILL	Green belt	Housing Opportunity	<i>see Issue 17</i>
	Littlemill Distillery Exiseman's House	BOWLING		Listed Building Opportunity <i>see above</i>	
	Rosebery Place	CLYDEBANK	Town Centre	Housing Opportunity	<i>see Issue 17</i>
	Stanford St Depots	CLYDEBANK	Existing Industrial & Business Use Public Services	Housing Opportunity	<i>see Issue 17</i>

Ref	Site		West Dunbartonshire Local Plan	Use proposed by or suggested to Council	Preferred use for West Dunbartonshire Local Development Plan
	Rothsay Dock	CLYDEBANK	Existing Industrial & Business Use	Housing Opportunity	<i>see Issue 17</i>
	Melbourne Ave	CLYDEBANK	Existing Residential Area	Housing Opportunity	
	Bruce Street Baths & Swimming Pool	CLYDEBANK		Listed Building Opportunity <i>see above</i>	
	Auchenreoch Ave	DUMBARTON	Existing Residential Area	Housing Opportunity	
	Boquhanran Road	DUMBARTON	Existing Residential Area	Housing Opportunity	
	Castlegreen Street	DUMBARTON	Existing Industrial & Business Use	Housing Opportunity	<i>see Issue 17</i>
	Dumbuckhill	DUMBARTON	Green belt	Housing Opportunity	<i>see Issue 17</i>
	Former Cottage Hospital	DUMBARTON	Existing Residential Area	Housing Opportunity	
	Garshake Road	DUMBARTON	Public Services	Housing Opportunity	<i>see Issue 17</i>
	Hill Street	DUMBARTON	Existing Residential Area	Housing Opportunity	
	Lomondgate Area 5	DUMBARTON	Green belt	Housing Opportunity	<i>see Issue 17</i>
	Muir Road	DUMBARTON	Existing Residential Area	Housing Opportunity	
	Sandpoint Marina	DUMBARTON	Existing Industrial & Business Use	Housing Opportunity	<i>see Issue 17</i>
	Levenford House Lodge	DUMBARTON		Listed Building Opportunity > <i>see above</i>	
	Young's Farm	DUMBARTON	Green belt	Football Stadium	<i>see Issue 29</i>
	Carleith	DUNTOCHER	Green belt	Housing Opportunity	<i>see Issue 17</i>
	Duntiglennan Fields	DUNTOCHER	Green belt	Housing Opportunity	<i>see Issue 17</i>
	Old Mill Garage	DUNTOCHER	Existing Residential Area	Housing Opportunity	
	Cochno Road East	FAIFLEY	Green belt	Housing Opportunity	<i>see Issue 17</i>

Ref	Site		West Dunbartonshire Local Plan	Use proposed by or suggested to Council	Preferred use for West Dunbartonshire Local Development Plan
	Cochno Farm	FAIFLEY	Green belt	Public Service Opportunity – University > see above	
	Dumbain Crescent	HALDANE	Green belt	Housing Opportunity	see Issue 17
	Great Western Road	HARDGATE	Green belt	Public Service Opportunity – Adapted Housing and associated uses.	Green Belt see above
	Hardgate Roundabout	HARDGATE	Local Centre	Retail Opportunity	Local Centre See Issue 12
	Napierstone Farmhouse	JAMESTOWN	Existing Residential Area	Housing Opportunity	
	Esso Bowling (Dumbuck extension)	MILTON	Green belt	Housing Opportunity	see Issue 17
	Mountblow Sports Pavilion	MOUNTBLOW		Listed Building Opportunity > see above	
	Carman Waterworks	RENTON	Green belt	Environmental Improvement Opportunity - residential	

**30.2 West Dunbartonshire Local Plan Development Opportunities where a new use or designation is proposed:**

Ref	Site		West Dunbartonshire Local Plan	Use proposed by or suggested to Council	Preferred use for West Dunbartonshire Local Development Plan
	Wilson Street	ALEXANDRIA	Industrial & Business Opportunity	Housing Opportunity	
	Kippen Dairy	ALEXANDRIA	Redevelopment Opportunity - retail/commercial/leisure/residential	Housing Opportunity	
	Bank St	ALEXANDRIA	Redevelopment Opportunity - retail/residential/commercial	Retail Opportunity	
	Bowling Basins	BOWLING	Redevelopment Opportunity - residential/leisure/commercial/tourism/retail/open space	Key Regeneration Site – Bowling Basins <i>see Issue 1</i>	
	Esso Bowling	BOWLING	Specialised Economic Development Site	Key Regeneration Site – Esso Bowling <i>see Issues 1 &amp; 3</i>	
				Football Stadium	<i>see Issue 29</i>
	Scotts Yard	BOWLING	Redevelopment Opportunity for Residential/Leisure	Key Regeneration Site – Esso Bowling	
	Queens Quay	CLYDEBANK	Private Sector Housing Opportunity	Key Regeneration Site – Queens Quay <i>see Issue 1 &amp; 5</i>	
			Social Rented Housing Opportunity		
			Retail Opportunity	Retail Opportunity	<i>see Issue 5</i>
			Public Service Opportunity – Leisure Site		

	Cart Street (Queens Quay)	CLYDEBANK	Industrial And Business Class Opportunity	
	Cable Depot Road North	CLYDEBANK	Private Sector Housing Opportunity	
	Cable Depot Road South	CLYDEBANK	Private Sector Housing Opportunity	
	Cable Depot Road West	CLYDEBANK	Private Sector Housing Opportunity	
	Braidfield High School	CLYDEBANK	Redevelopment Opportunity - residential/commu nity use/open space	Housing Opportunity
	Former Clydebank College Site	CLYDEBANK	Redevelopment Opportunity for residential/commu nity facilities	Housing Opportunity
			Private Sector Housing Opportunity	
	St Andrews High School	CLYDEBANK	Redevelopment Opportunity Proposed For Residential/Comm unity Use Open Space	Housing Opportunity
	St Eunan's Primary School	CLYDEBANK	Redevelopment Opportunity Proposed For Residential/Comm unity Use /Open Space	Housing Opportunity
	Castle Street East & West	DUMBARTON	Redevelopment Opportunity For Proposed Retail/ Residential/Public Services Uses	Key Regeneration Site – Dumbarton Waterfront <i>see Issue 1 &amp; 2</i>
			Private Sector Housing Opportunity	



			Social Rented Housing Opportunity	
	Shed 7, Castle Road	DUMBARTON	Private Sector Housing Opportunity	
	Dumbarton FC, Castle Rod	DUMBARTON	Dumbarton Football Stadium	
	Aitkenbar Primary School	DUMBARTON	Redevelopment Opportunity - residential/community use/open space	Housing Opportunity
	Valeview Terrace	DUMBARTON	Private Sector Housing Opportunity	Housing Opportunity
	Bankend Road	DUMBARTON	Industrial & Business Opportunity (Reserved)	Industrial & Business Opportunity
	Dennyston Forge	DUMBARTON	Redevelopment Opportunity - leisure/industry	Industrial & Business Opportunity
	Kilmalid (Lomondgate)	DUMBARTON	Specialised Economic Development Site	Industrial & Business Opportunity
	Vale of Leven Industrial Estate (LE1(13))	DUMBARTON	Industrial And Business Class Opportunity (Reserved)	Industrial & Business Opportunity
	Vale of Leven Industrial Estate (LE1(14))	DUMBARTON	Industrial And Business Class Opportunity (Reserved)	Industrial & Business Opportunity
	Vale of Leven Industrial Estate (LE1(7))	DUMBARTON	Industrial & Business Class Opportunity	Industrial & Business Opportunity
				Listed Building Opportunity see above
	Kilmalid	DUMBARTON	Specialised Economic Development Site - Roadside Services	Roadside Services/ Tourism

	Dumbuck Warehouses	DUMBARTON	Redevelopment Opportunity – residential/business/industry	Football Stadium Existing Industrial & Business Use	No preferred option <i>see Issue 29</i>
	Levenbank Road	JAMESTOWN	Public Service Opportunity - Community Facility	Housing Opportunity	
	Main Street	JAMESTOWN	Industrial & Business Class Opportunity	Industrial & Business Opportunity (Reserved)	
	Carless Oil Depot	OLD KILPATRICK	Redevelopment Opportunity - industry/business/residential/retail/leisure/open space Industrial & Business Class Opportunity Private Sector Housing Opportunity	Key Regeneration Site - Carless <i>see Issue 1 &amp; 4</i>	

**Table 30.3 West Dunbartonshire Local Plan sites no longer considered Development Opportunities:**

Ref	Site		West Dunbartonshire Local Plan	Preferred use for West Dunbartonshire Local Development Plan
	Leven Street	ALEXANDRIA	Social Rented Housing Opportunity	Existing Residential Area
	Bowie Road, Lomond Industrial Estate	ALEXANDRIA	Industrial And Business Class Opportunity (Reserved)	Existing Industrial & Business Use
	North Street	ALEXANDRIA	Redevelopment Opportunity – industrial/business/residential	Industrial & Business Opportunity
	Lomond Galleries	ALEXANDRIA	Retail Development Opportunity	Commercial Centre (Destination) <i>see Issue 12</i>
	Former Dalmonach Works	ALEXANDRIA	Environmental Improvement Opportunity - Local Park And Woodland	Open Space



Ref	Site		West Dunbartonshire Local Plan	Preferred use for West Dunbartonshire Local Development Plan
	Lesser Boll of Meal Park	ALEXANDRIA	Public Service Opportunity - Nursing Home	Open Space
	Croft Street	BONHILL	Private Sector Housing Opportunity	Existing Residential Area
	Croft Street	BONHILL	Social Rented Housing Opportunity	Existing Residential Area
	Main Street	BONHILL	Public Service Opportunity - Primary School	Existing Public Services
	The Boulevard	CLYDEBANK	Environmental Improvement Opportunity - Gateway Feature, Transport and Parkland	Existing Residential Area
	Park Road	CLYDEBANK	GD2(1) Redevelopment Opportunity - industry/residential	Existing Industrial & Business Use
	193-197 Dumbarton Road	CLYDEBANK	Redevelopment Opportunity - residential/business/open space	Existing Industrial & Business Use
	Clyde Retail Park	CLYDEBANK	Redevelopment Opportunity - residential/retail/commercial	Commercial Centre
	Dunclutha	CLYDEBANK	Private Sector Housing Opportunity	Existing Residential Area
	Former Union Church	CLYDEBANK	Private Sector Housing Opportunity	Existing Industrial & Business Use
	Kilbowie Retail Park	CLYDEBANK	Private Sector Housing Opportunity	Commercial Centre
	South Douglas Street	CLYDEBANK	Social Rented Housing Opportunity	Existing Residential Area
	Clyde Retail Park, Livingstone Street	CLYDEBANK	Retail Development Opportunity	Commercial Centre
	Titan Cantilever Crane	CLYDEBANK	Listed Building Opportunity	Part of Queens Quay Key Regeneration Site
	Cochno House and Stables	CLYDEBANK	Listed Building Opportunity	Green belt
	Auchentoshan Estate, Mountblow Road	CLYDEBANK	Public Service Opportunity - Adult learning centre	Green belt
	Beardmore Place Homestake	DALMUIR	Private Sector Housing Opportunity	Existing Residential Area
	Beardmore Place	DALMUIR	Social Rented Housing Opportunity	Existing Residential Area

Ref	Site		West Dunbartonshire Local Plan	Preferred use for West Dunbartonshire Local Development Plan
	Braehead Primary School	DUMBARTON	Redevelopment Opportunity - residential/ community use/ open space	Existing Public Services
	Dalreoch Primary School	DUMBARTON	Redevelopment Opportunity - residential/ community use/ open space	Existing Public Services
			Listed Building Opportunity	
	St Marys Way/Risk St/Church Court	DUMBARTON	Redevelopment Opportunity - retail/business/ ancillary parking	Town Centre
	Dumbarton Joint Hospital	DUMBARTON	Private Sector Housing Opportunity	Existing Public Services
			Social Rented Housing Opportunity	
	Gooseholm (Lomondgate)	DUMBARTON	Private Sector Housing Opportunity	Existing Residential Area
	Dumbarton Joint Hospital	DUMBARTON	Social Rented Housing Opportunity	Existing Public Services
	Kilmalid (Lomondgate) Expansion Area	DUMBARTON	Specialised Economic Development Site	Existing Industrial & Business Use
	College Way/Risk Street	DUMBARTON	Retail Development Opportunity	Town Centre
	St James Retail Park	DUMBARTON	Retail Development Opportunity	Commercial Centre <i>see Issue 12</i>
	Dalmoak House Stables	DUMBARTON	Listed Building Opportunity	Green belt
	Levenford House	DUMBARTON	Listed Building Opportunity	Existing Residential Area (Conservation Area)
	Brown Street	HALDANE	Social Rented Housing Opportunity	Existing Residential Area
	McInnes Street	HALDANE	Social Rented Housing Opportunity	Existing Residential Area
	Gavinburn Bus Depot	OLD KILPATRICK	Redevelopment Opportunity - heritage/ residential/public services	Existing Residential Area
	Millburn Roads Depot	RENTON	Private Sector Housing Opportunity	Existing Industrial & Business Use
			Social Rented Housing Opportunity	

Ref	Site		West Dunbartonshire Local Plan	Preferred use for West Dunbartonshire Local Development Plan
	Dalquhurn	RENTON	Social Rented Housing Opportunity	Existing Residential Area
	Main St/King St	RENTON	Social Rented Housing Opportunity	Existing Residential Area

**Table 30.4 West Dunbartonshire Local Plan Development Opportunities where no change is proposed:**

Ref	Site		West Dunbartonshire Local Plan	Preferred use for West Dunbartonshire Local Development Plan
	Heather Avenue	ALEXANDRIA	Private Sector Housing Opportunity	Housing Opportunity
	Wilson Street	ALEXANDRIA	Private Sector Housing Opportunity	Housing Opportunity
	Leven Cottage	ALEXANDRIA	Social Rented Housing Opportunity	Housing Opportunity
	Lomond Industrial Estate	ALEXANDRIA	Industrial And Business Class Opportunity	Industrial And Business Class Opportunity
	North Main Street	ALEXANDRIA	Public Service Opportunity – Medical Centre	Public Service Opportunity – Medical Centre
	311 Main St	BONHILL	Private Sector Housing Opportunity	Housing Opportunity
	Bonhill Quarry	BONHILL	Private Sector Housing Opportunity	Housing Opportunity
	Burn Street	BONHILL	Private Sector Housing Opportunity	Housing Opportunity
	Bonhill Primary School	BONHILL	Social Rented Housing Opportunity	Housing Opportunity
	Golfhill Drive	BONHILL	Social Rented Housing Opportunity	Housing Opportunity
	Raglan Street	BONHILL	Social Rented Housing Opportunity	Housing Opportunity
	Dunglass Castle	BOWLING	Listed Building Opportunity	Listed Building Opportunity
	834 Dumbarton Road	CLYDEBANK	Private Sector Housing Opportunity	Housing Opportunity
	Graham Avenue	CLYDEBANK	Private Sector Housing Opportunity	Housing Opportunity
	John Knox Street	CLYDEBANK	Private Sector Housing Opportunity	Housing Opportunity
	North Douglas Street	CLYDEBANK	Private Sector Housing Opportunity	Housing Opportunity

Ref	Site		West Dunbartonshire Local Plan	Preferred use for West Dunbartonshire Local Development Plan
	Thor Ceramics	CLYDEBANK	Private Sector Housing Opportunity	Housing Opportunity
	354-394 Dumbarton Road	CLYDEBANK	Social Rented Housing Opportunity	Housing Opportunity
	Granville Street	CLYDEBANK	Social Rented Housing Opportunity	Housing Opportunity
	Cable Depot Road	CLYDEBANK	Industrial And Business Class Opportunity	Industrial And Business Class Opportunity
	Clydebank Business Park	CLYDEBANK	Industrial And Business Class Opportunity	Industrial And Business Class Opportunity
	Clydebank Industrial Estate	CLYDEBANK	Industrial And Business Class Opportunity	Industrial And Business Class Opportunity
	Clyde Gate, Cable Depot Road	CLYDEBANK	Industrial And Business Class Opportunity	Industrial And Business Class Opportunity
	John Knox Street	CLYDEBANK	Industrial And Business Class Opportunity	Industrial And Business Class Opportunity
	Rothesay Dock	CLYDEBANK	Industrial And Business Class Opportunity	Industrial And Business Class Opportunity
	Argyll Road/ Chalmers Street	CLYDEBANK	Retail Development Opportunity	Retail Development Opportunity
	Cochno Waterworks	CLYDEBANK	Environmental Improvement Opportunity – conversion/low density residential	Environmental Improvement Opportunity conversion/low density residential
	Boulevard Site, North of A82	CLYDEBANK	Public Service Opportunity Site – Special Needs Care Centre	Public Service Opportunity Site – Special Needs Care Centre
	Former Transfer Station	DALMUIR	Private Sector Housing Opportunity	Housing Opportunity
	Auld Street	DALMUIR	Social Rented Housing Opportunity	Housing Opportunity
	Beardmore Place East	DALMUIR	Social Rented Housing Opportunity	Housing Opportunity
	Caledonia Street	DALMUIR	Social Rented Housing Opportunity	Housing Opportunity
	Crosslet House	DUMBARTON	Private Sector Housing Opportunity	Housing Opportunity
	Notre Dame Convent	DUMBARTON	Private Sector Housing Opportunity	Housing Opportunity
			Listed Building Opportunity	Listed Building Opportunity
	Mary Fisher Crescent	DUMBARTON	Private Sector Housing Opportunity	Housing Opportunity

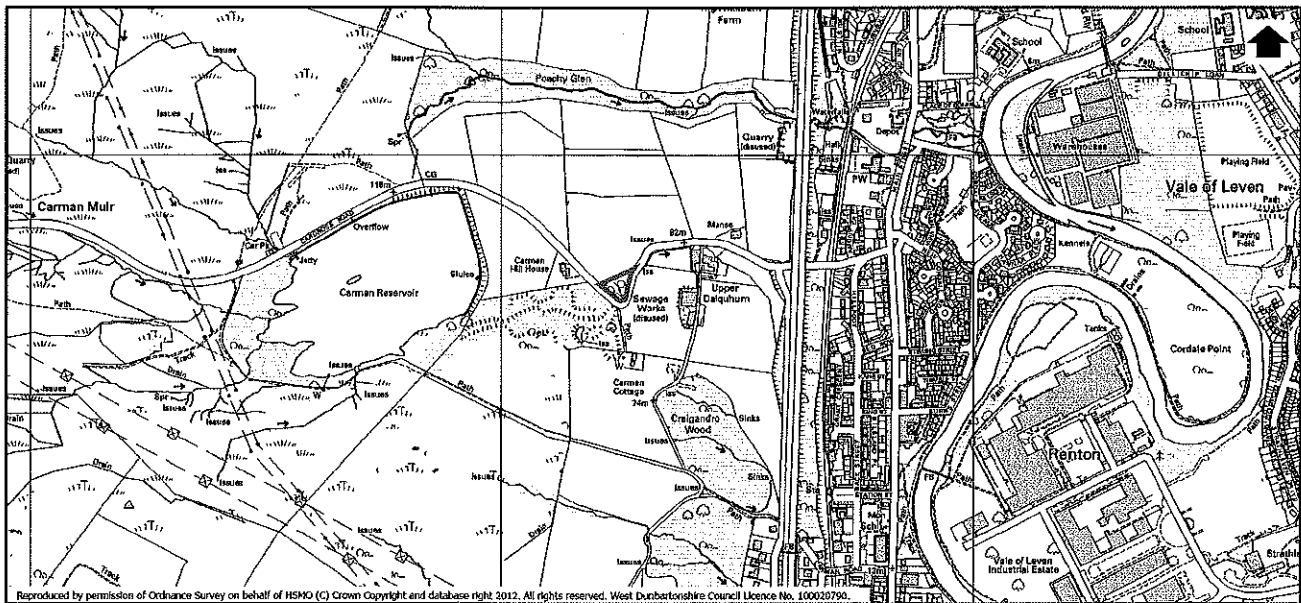


Ref	Site		West Dunbartonshire Local Plan	Preferred use for West Dunbartonshire Local Development Plan
	Pinetrees	DUMBARTON	Private Sector Housing Opportunity	Housing Opportunity
	Dalreoch Quarry North	DUMBARTON	Social Rented Housing Opportunity	Housing Opportunity
	Townend Road	DUMBARTON	Social Rented Housing Opportunity	Housing Opportunity
	Valeview Terrace	DUMBARTON	Social Rented Housing Opportunity	Housing Opportunity
	Birch Road, Broadmeadows	DUMBARTON	Industrial And Business Opportunity	Industrial And Business Class Opportunity
	North Kilmalid (Allied)	DUMBARTON	Industrial And Business Class Opportunity (Reserved)	Industrial And Business Class Opportunity (Reserved)
	Vale of Leven Industrial Estate (LE1(5))	DUMBARTON	Industrial And Business Class Opportunity	Industrial And Business Class Opportunity
	Vale of Leven Industrial Estate (LE1(6))	DUMBARTON	Industrial And Business Class Opportunity	Industrial And Business Class Opportunity
	Academy Buildings	DUMBARTON	Listed Building Opportunity	Listed Building Opportunity
	Former Garshake Waterworks	DUMBARTON	Environmental Improvement Opportunity – conversion/low density residential	Environmental Improvement Opportunity – conversion/low density residential
	Dennystoun Forge Caravan Park	DUMBARTON	Public Service Opportunity – Gypsy Traveller's Site	Public Service Opportunity – Gypsy Traveller's Site
	Garshake Road	DUMBARTON	Public Service Opportunity – Cemetery	Public Service Opportunity – Cemetery
	Leven Valley Enterprise Centre	DUMBARTON	Public Service Opportunity – Extension To Enterprise Centre/college	Public Service Opportunity – Extension To Enterprise Centre/college
	Carleith Farm	DUNTOCHER	Private Sector Housing Opportunity	Housing Opportunity <i>see Issue 18</i>
	William Street	DUNTOCHER	Private Sector Housing Opportunity	Housing Opportunity
	Miller Road	HALDANE	Social Rented Housing Opportunity	Housing Opportunity
	Hardgate Hall	HARDGATE	Private Sector Housing Opportunity	Housing Opportunity
	Jamestown IE	JAMESTOWN	Private Sector Housing Opportunity	Housing Opportunity
	Levenbank Terrace	JAMESTOWN	Private Sector Housing Opportunity	Private Sector Housing Opportunity

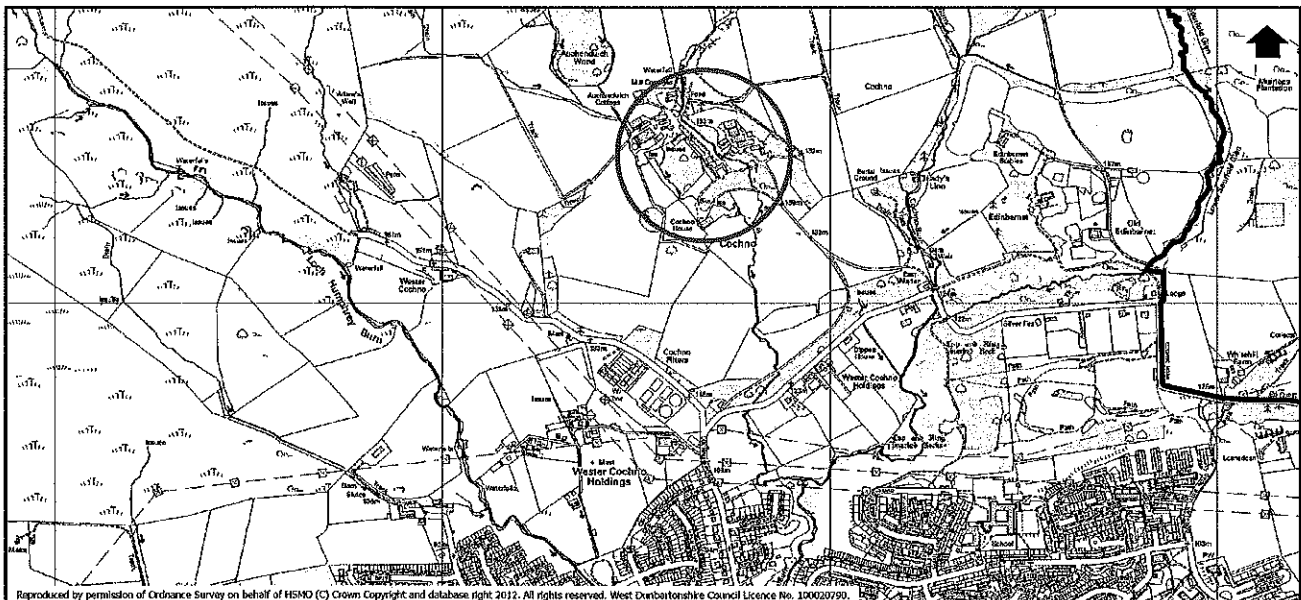
Ref	Site		West Dunbartonshire Local Plan	Preferred use for West Dunbartonshire Local Development Plan
	Milton Brae	MILTON	Private Sector Housing Opportunity	Housing Opportunity
	Lusset Glen	OLD KILPATRICK	Private Sector Housing Opportunity	Housing Opportunity
	Dalquhurn	RENTON	Private Sector Housing Opportunity	Housing Opportunity
	Site North of Dalmoak Farm	RENTON	Public Service Opportunity – Gypsy Traveller Site	Public Service Opportunity – Gypsy Traveller Site
	John Street Depot	RENTON	Social Rented Housing Opportunity	Housing Opportunity
	Village Square	RENTON	Social Rented Housing Opportunity	Housing Opportunity
	Millburn Free Church	RENTON	Listed Building Opportunity	Listed Building Opportunity

# Map 30 - Development Opportunity Review

## Carman Waterworks



## Cochno Farm



## Great Western Road

