

Appendix 1

WEST DUNBARTONSHIRE LOCAL DEVELOPMENT PLAN

**PROPOSED PLAN TEXT FOR CONSIDERATION AT
PLANNING COMMITTEE OF 14 AUGUST 2013**

Introduction

This is a Plan for and about the people and places of West Dunbartonshire. It is for the people who live, work and visit here, those who own land and property, and those who would like to invest in the area. It is about a range of places – houses and neighbourhoods, open spaces, schools and other community facilities, town centres and industrial areas, and the countryside – and how these all link to form West Dunbartonshire.

It is about how these places can best be developed, protected or enhanced in order to provide people with quality places to live, work, learn and visit. It is about encouraging investment and growth and providing certainty, whilst ensuring that growth is sustainable; lasting and in harmony with the environment.

It sets out how land in West Dunbartonshire should be used and developed up to 2019 and beyond. It will be used by the Council when giving advice on development proposals and making decisions on planning applications, and is the document which sets out the land use requirements of the strategies and priorities of the Council and its partners.

It identifies the development opportunities available in West Dunbartonshire and seeks to generate interest in these.

The Local Development Plan covers most of the Council area but does not cover those parts of Balloch and the countryside to the east and west of Loch Lomond which lie within the Loch Lomond and the Trossachs National Park. The National Park has its own Local Development Plan. But this is also an important plan for the National Park area because West Dunbartonshire is the gateway to the National Park and provides its residents with many of their services.

Structure of the Local Development Plan

This Plan sets out a framework for how West Dunbartonshire can be developed over the next five years and beyond. It does this in three parts:

Our Changing Places – this section focuses on those parts of West Dunbartonshire which the Council wants or expects to see change over the next 5-10 years. It sets out strategies for the development of these areas and expectations of what should be delivered through development.

Our Policies and Proposals – this section sets out the policies against which proposals for development will be assessed. The policies and proposals identify sites for development, protect the area's natural and built environment and set out criteria for assessing development proposals.

Proposals Map – this illustrates development sites, sites protected from inappropriate development and where the policies of the plan will apply.

Accompanying Documents

The Local Development Plan is supported by the following documents:

Supplementary Guidance – this sets out more detailed guidance for specific types of development or specific resources or areas. The Plan indicates some of the topics for which Supplementary Guidance exists or is to be developed.

Action Programme – this document sets out a list of actions required to deliver the Plan's policies and proposals.

Strategic Environmental Assessment: Environmental Report – this document considers the environmental implications of the Plan's policies and proposals and sets out mitigation measures where required.

Habitat Regulations Appraisal Record – this document looks specifically at the impact of the Plan on internationally designated Natura 2000 sites, including the Inner Clyde Special Protection Area, but also how development in West Dunbartonshire may affect Natura sites outwith the Plan area.

An Equality Impact Assessment (EIA) of the LDP has been carried out to help us ensure that the strategy has been created having due regard to eliminating discrimination, promoting equality of opportunity and fostering good relations. The EIA identified some positive impacts and no negative impacts.

Outcomes and Strategy

This Plan seeks to achieve the following outcomes. These outcomes have been informed by a number of national, regional and local policy and strategy documents, details of which are provided in Appendix 1. The outcomes are supported by the Our Changing Places framework and the policies and proposals of the Plan, and the spatial strategy illustrated by the Proposals Maps and Our Changing Places maps.

Outcome	Supporting Policies
Our Changing Places are attracting investment and becoming successful places based on agreed masterplans.	Our Changing Places frameworks
All development is contributing towards the creation of successful places.	DS1 – Successful places and sustainable design DS2 – Settlement strategy
Development is contributing towards a lower-carbon future and is prepared for the effects of climate change.	DS3 – Accessibility DS4 – Air quality DS5 – Renewable energy DS6 – Flooding
Our business and industrial areas are attracting investment.	GE1 – Opportunities for new and expanding businesses GE2 – Existing business and industrial areas GE3 – Roadside services GE4 – Tourism GE5 – Glasgow Airport
West Dunbartonshire is an attractive place to live and invest in new housing.	BC1 – Meeting housing requirements BC2 – Homes for particular needs BC3 – Existing neighbourhoods BC4 – Community facilities
Town centres are the focus for retail investment and provide a range of services for our communities.	SC1 – Network of centres retail strategy SC2 – Core retail areas SC3 – Other uses and the network of centres
The green network is protected and enhanced.	GN1 – Open space GN2 – Green infrastructure GN3 – The habitat network and geodiversity GN4 – Landscape GN5 – Forestry, woodland and trees GN6 – The water environment GN7 – Forth & Clyde Canal GN8 – Outdoor access
Built heritage is protected and enhanced.	BH1 – The Antonine Wall BH2 – Scheduled Monuments and archaeological sites

	BH3 – Listed buildings BH4 – Conservation areas BH5 – Gardens and designed landscapes
Infrastructure is in place to support economic growth.	SD1 – The transport network SD2 – Waste SD3 – Communications infrastructure SD4 – Minerals, aggregates and coal SD5 - Advertisements

Introduction to Our Changing Places

This Plan focuses on 'Our Changing Places', the areas of West Dunbartonshire that the Council wants or expects to change over the next 5-10 years.

These sites include our town centres – Alexandria, Clydebank and Dumbarton. They are at the heart of our communities, but like others throughout Scotland, they face the challenge of remaining attractive destinations for our residents and visitors, both in terms of the shops and other facilities and the physical environment.

West Dunbartonshire's industrial past has provided a legacy of opportunity sites along our waterfront, including the former John Brown's shipyard and adjoining sites, collectively identified as Queens Quay in Clydebank, the Carless site in Old Kilpatrick, the Esso site in Bowling and Dumbarton waterfront.

West Dunbartonshire has the benefit of having the Forth and Clyde Canal running through it. Bowling Basin is identified as a location where more can be made of the Canal, through the creation of an attractive place to live and visit. The Plan safeguards a route identified by Scottish Canals for the creation of a new canal linking the River Clyde to Loch Lomond.

The ongoing regeneration at Lomondgate and the adjoining Vale of Leven Industrial Estate is supported as is the further investigation of the suitability of land at nearby Young's Farm, Dumbarton for a new stadium for Dumbarton Football Club.

West Dunbartonshire's outstanding environmental setting is acknowledged. The protection and enhancement of the Green Network is promoted, particularly the Kilpatrick Hills which distinctively frame West Dunbartonshire's town and villages.

The following sections set out the Council's strategies for these areas. They are to be treated as the policy framework for development proposals within these areas, and to be used, along with the Plan's policies and proposals, in taking development management decisions.

Our Changing Places – Alexandria Town Centre

Alexandria is the smallest of the three town centres in West Dunbartonshire. It performs a local role in terms of retailing and service provision, predominantly serving the Vale of Leven. Alexandria has a traditional terraced high street with commercial uses on the ground floor and flats above, and includes many attractive red sandstone buildings. The more recent, but dated, shopping area of Mitchell Way extends east from Main Street. Alexandria has a train station and is well-served by buses.

This Plan's strategy for Alexandria Town Centre is:

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

The Alexandria Town Centre Masterplan provides Supplementary Guidance for the Mitchell Way, Kippen Dairy and Leven Cottage sites and for public realm improvements in the town centre.

Alexandria town centre has several small foodstores but would benefit from the introduction of an anchor food retailer to help attract and retain shoppers in the town centre. In 2011, approximately half of the Vale of Leven's residents' expenditure on food shopping was estimated to be spent outwith the area. The Plan therefore supports the development of a modern foodstore of approximately 3,200 sq.m. on a site extending south from Mitchell Way. This is considered to be the size of store the town centre catchment can sustainably support and the optimum size to retain food expenditure in the town without having a detrimental impact on other retailers.

It is anticipated that a modern foodstore in Alexandria town centre will improve the trade of other shops there, by attracting shoppers who are currently going elsewhere to the town centre. Therefore, the Plan also supports the foodstore-led redevelopment of Mitchell Way being complemented by additional new build commercial units and the refurbishment of the remainder of Mitchell Way. Residential development will also be supported as part of a mixed use development centred on this area. Properties on Main Street near Mitchell Way are in a fairly prominent location and would also benefit from refurbishment works to improve their appearance, and such measures are also supported by this Plan.

The Kippen Dairy and Leven Cottage sites to the north of the town centre are identified as housing opportunities. Housing development on these sites would increase footfall in the town centre and improve its attractiveness. Retail development will not be supported here as it would elongate the shopping area of Alexandria drawing trade away from the existing retail areas and the regeneration priority of Mitchell Way. Design will be an important

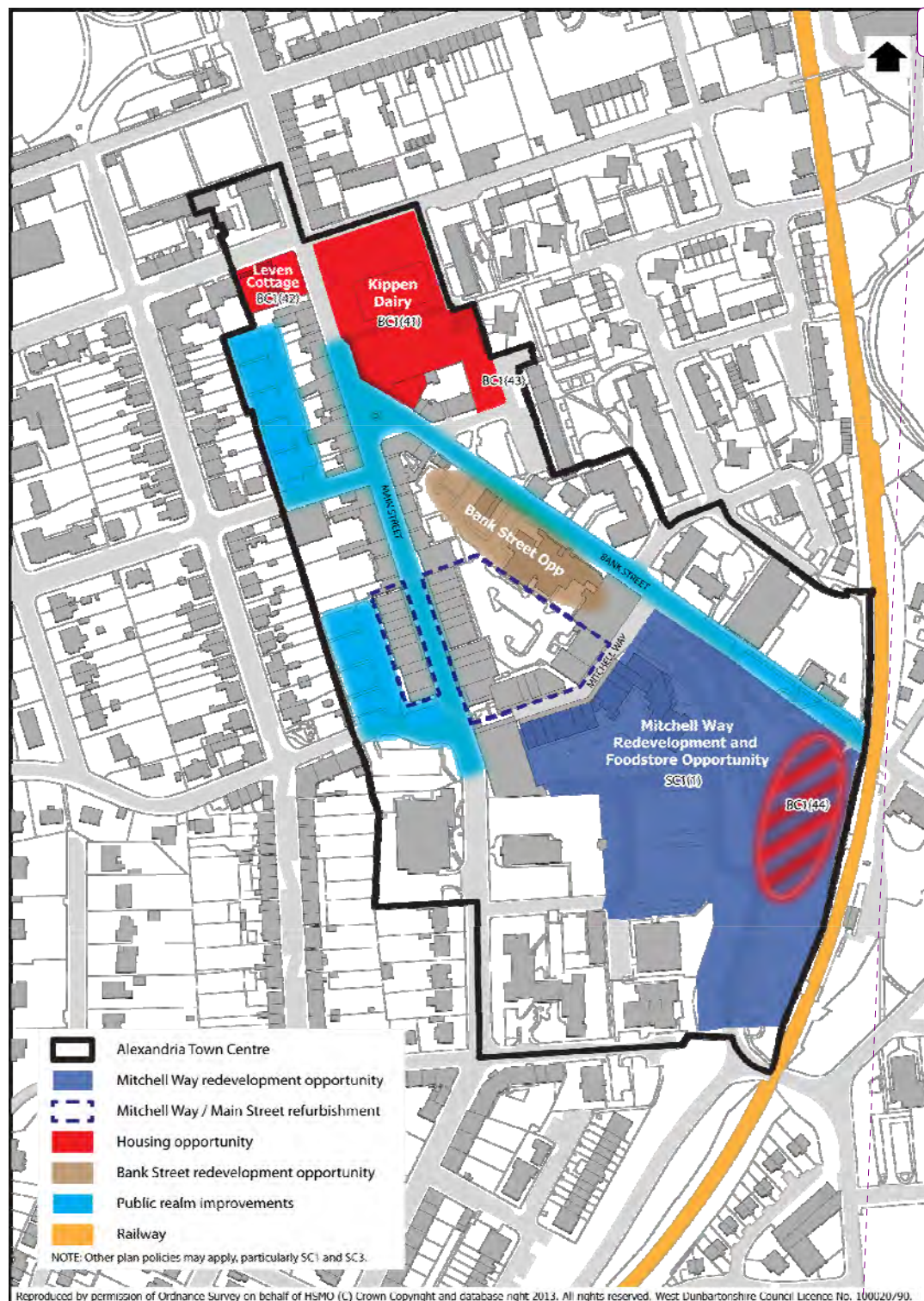
consideration in the assessment of any proposals for the Kippen Dairy and Leven Cottage sites as they front onto Main Street, an important corridor to and through the town centre. A high quality design will be expected with building height and density complementing the town centre location of the site. A more detailed Development Brief will be prepared for the site by the Council.

The B-listed Smollet Fountain sits at the junction of Main Street and Bank Street. This Plan supports the fountain being incorporated into a new civic space with a high quality setting in this vicinity.

Alexandria medical centre is relocating from Bank Street. This site, along with adjoining sites, will provide the opportunity for a comprehensive redevelopment along the south side of Bank Street. New housing and town centre uses such as shops, offices, cafes, public services and leisure will be supported here.

Changes to the road network in and around the town centre may be required to support the new developments, including closure of the section of the B857 to the west of the railway line and introduction of two-way traffic along the current one-way section of Bank Street.

Main Street and Bank Street are the two main routes through the town centre for vehicles and pedestrians. These streets and the parking to the rear of properties on the west side of Main Street would benefit from a range of public realm improvements including new and improved paving, lighting, planting and street furniture. Quality public realm and shopfront improvements to Main Street would help to emphasise the importance of the town's principal shopping street and will be supported by the Council subject to funding being available.



Our Changing Places – Clydebank Town Centre

Clydebank is the largest of the three town centres in West Dunbartonshire. It serves the whole of West Dunbartonshire, western areas of Glasgow and beyond, particularly for non-food shopping. Central to the town centre is the Clyde Shopping Centre, the northern part of which is a modernised enclosed mall, and the southern part an unenclosed, but partially covered and fully pedestrianised, shopping area. The northern mall is adjoined by some larger retail units including a superstore, a cinema and restaurant uses, and car parking. Other uses in the town include Council offices and a leisure centre. There are also some more traditional streets with commercial uses on ground floor and flats above. The Forth and Clyde Canal runs through the town centre, between the northern and southern parts of the shopping centre, and has events space on either side, with Three Queens Square regularly used for markets and public events. Clydebank has good access links with a rail station in the town centre and another adjoining, designated bus and taxi areas and parking adjoining the shopping centre.

This Plan's strategy for Clydebank Town Centre is:

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

The northern part of the Clyde Shopping Centre has been modernised to meet current retailer requirements and is a vibrant mall with low vacancies and good footfall. This part of the shopping centre benefits from being enclosed, with dedicated management and security. It also has good parking and public transport accessibility. It has more modern units in comparison to West Dunbartonshire's other town centres, with good potential for reconfiguring unit sizes to accommodate changing retailer requirements. It is a key location within West Dunbartonshire for attracting national 'high street' retailers.

The southern part of the shopping centre has a more dated environment with a more limited choice of shops than in the northern mall, despite it serving as an important gateway to the town from the bus and train station. This Plan supports the refurbishment or comprehensive redevelopment of this area so to improve the general environment and encourage a better range and quality of shops. The Co-operative department store is a landmark building within Clydebank Town Centre. It is B-listed and of architectural importance to Clydebank. Proposals to re-use the building which preserve its architecture will be supported. The building should be preserved and its setting considered in any proposals to refurbish or redevelop its surroundings.

The Clyde Shopping Centre forms Clydebank's retail core and changes of use from retail are to be assessed against Policy SC2.

Clydebank has limited large foodstore provision for a town of its size. There is only one superstore operator in the town and a new superstore would improve choice, introduce competition and draw additional trade to Clydebank. This Plan identifies the site of the current Playdrome leisure centre as a new superstore opportunity, and planning permission exists for an 8,000 sq.m. superstore. The relationship of the store with the Canal, its design, parking and impact on the surrounding road network are important development management considerations in assessing proposals for the site. The Playdrome site would also be suitable for a range of other town centre uses, such as non-food retail and leisure.

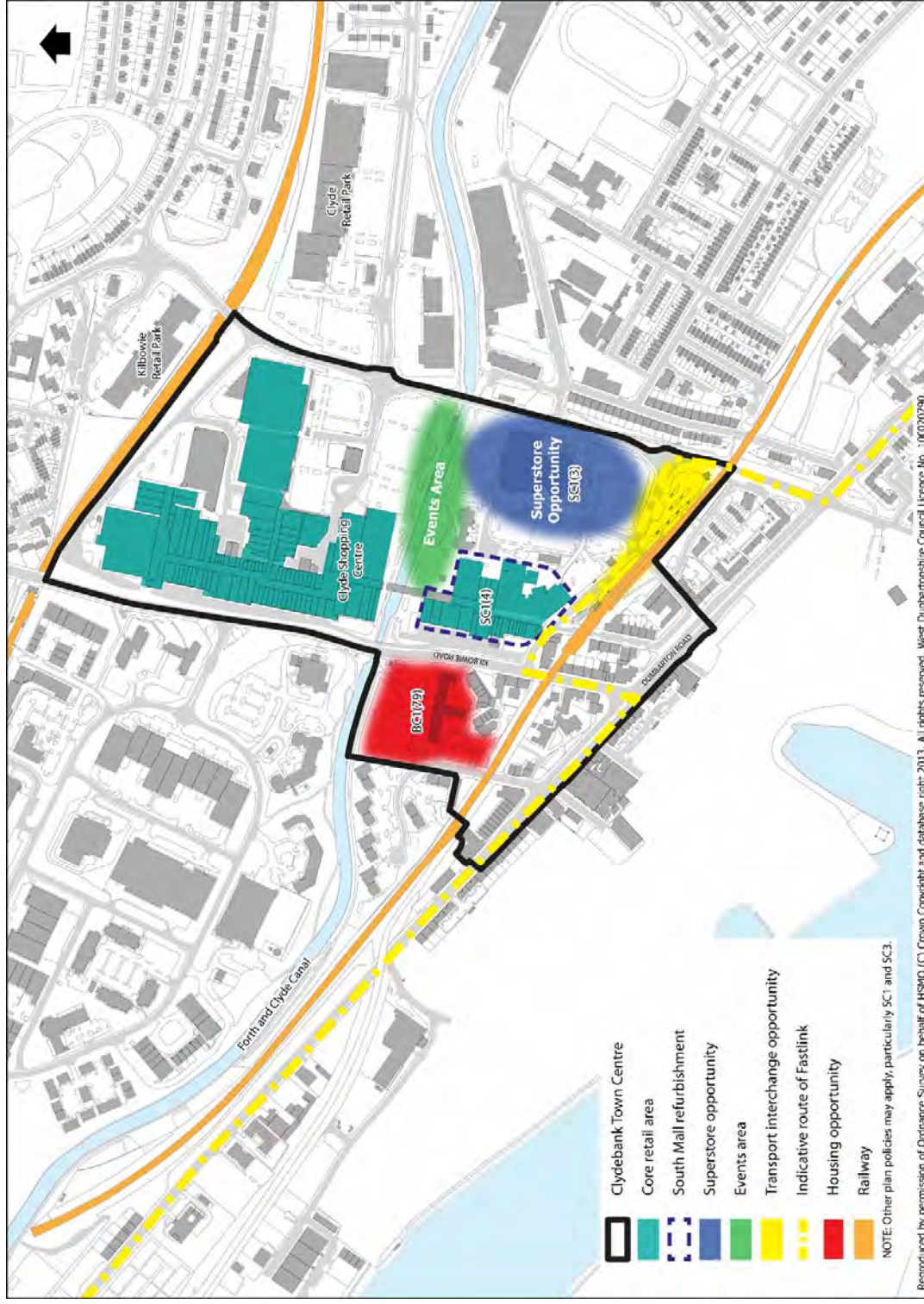
The town centre has a fairly limited evening and leisure offer with only a cinema, leisure centre and limited food and drink venues open into the evening. Increasing this offer would improve the overall attractiveness of the town centre as a place to visit and Clydebank as a place to live and this Plan supports such proposals.

Clydebank has the advantage of the Forth and Clyde Canal passing through the town centre. Significant investment has been made in the public realm along both banks of the Canal, particularly the award-winning swan canopy bridge and refurbishment of Three Queens Square to create an events area. Both banks of the canal are used to host markets and events. The Council is keen to encourage more events here to increase interaction with the canal and contribute to the economy and offer of the town centre. Where possible, any proposals adjacent to the canal area should provide the opportunity for interaction with the canal such as facing or providing access onto it or outdoor seating areas. The Forth and Clyde Canal is a Scheduled Monument and any development should not adversely affect the canal or its setting.

Markets will be supported subject to not adversely affecting amenity, the operations of permanent traders and the vitality of the town centre.

Enhancements are required to bus facilities on Chalmers Street to allow closer integration with the railway station and provide a successful transport interchange area for passengers. Any such proposals will be supported.

The provision of Fastlink to Clydebank and the Golden Jubilee Hospital remains a possibility (see Supporting Development section), with one option being the route passing through Clydebank town centre. Strathclyde Partnership for Transport should be consulted on any major proposals that would affect road layout within Clydebank town centre, and the Council may seek the provision of infrastructure to support Fastlink in relation to any major development proposed for the town centre.



Our Changing Places – Dumbarton Town Centre and Waterfront

Dumbarton town centre and waterfront covers a wide and diverse area. It contains the historic core, the commercial and civic heart of the town, and numerous opportunities for regeneration and renewal.

The town centre is based around the historic High Street and the more modern Artizan Centre. Beyond this area are a mix of residential and civic use such as the Sherriff Court, municipal buildings and library. Castle Street is a continuation of High Street and has large areas of unused land either side. It leads to the St James Retail Park and the adjoining Morrisons supermarket. This is a modern retail environment of large retail units, a number of smaller units in food use and a significant amount of car parking. Castle Road leads to the historic Dumbarton Castle and the Dumbarton Football Club stadium. It has two housing development opportunities either side of it. Sandpoint Marina lies on the opposite side of the River Leven from the town centre and main waterfront areas, and has been included in this framework owing to its prominence, its relationship with the other areas on the waterfront and the opportunity it presents.

This Plan's strategy for Dumbarton town centre and waterfront is:

- an attractive retail core including a refurbished Artizan Centre;
- support for a mix of uses throughout the town centre including residential to increase the town centre population;
- improvements to the river frontage along Riverside Lane, including flood management measures;
- a new footbridge across the River Leven from the town centre;
- retention of Old Academy Building façade and civic uses to the north of Castle Street;
- mixed use development to the south of Castle Street including residential;
- improved linkages between the town centre and the St James Retail Park/Morrisons commercial centre;
- residential development along both sides of Castle Road;
- protection of Dumbarton Castle and its setting and support for access improvements and facilities that would improve the use of the Castle as a visitor attraction;
- residential development on the Sandpoint Marina site;
- improved pedestrian and vehicular access to the town centre; and
- provision of a continual waterfront path and improvement of harbour walls in all waterfront development sites.

The Council is preparing a strategy for Dumbarton town centre and waterfront that will be adopted as Supplementary Guidance.

High Street and the Artizan Centre

Dumbarton, like other town centres, has been affected by a change in shopping habits, which has reduced the level of footfall resulting in vacancies

and a narrower range of shops. Opportunities for physical change along the High Street are limited by its traditional format and buildings being in different ownerships. But interventions to improve the experience of pedestrians using the street such as traffic management, improved public realm and more attractive shopfronts and buildings are supported by this Plan.

Shops are an important draw to any town centre, and it is important for a town centre to have a strong retail core to attract shoppers. The Artizan Centre offers the best opportunity for re-establishing a strong retail core in Dumbarton town centre. This Plan supports improvements to the Artizan Centre. Those parts of the High Street adjoining the Artizan Centre also form part of the retail core. Changes of use from retail within the retail core are to be assessed against Policy SC2.

It is recognised that it is a range of uses that make a town centre, so cafes, offices, leisure, civic and cultural uses such as theatres are also encouraged in the town centre, subject to assessment against Policy SC2. Residential use will also be supported on suitable sites and above ground floor retail and service uses.

Riverside Lane

To the south of the High Street is Riverside Lane. The back courts of the High Street shops face onto the Lane, presenting a disjointed and at some points unattractive façade. Measures to improve this should be investigated and are supported by this Plan. The car parking spaces on Riverside Lane alongside the River Leven, although very convenient for visitors to the High Street, do not make the most of this riverfront location. This Plan supports better use being made of this space subject to a comprehensive masterplan for the area being produced. The proposed Lomond Canal would be one such use and the Riverside Lane river frontage is reserved by this Plan for that purpose. If the canal proposal is not progressed then built development along the riverfront will be supported. Ground floor uses in any such development should include commercial use to encourage activity along the riverfront. Any development along the Riverside Lane riverfront will have to incorporate a riverside walkway and flood defences and the loss of town centre parking spaces will also have to be addressed.

The aspiration of the Council to link the town centre and Levensgrove and Posties Park by footbridge is supported by this Plan. This would improve the accessibility of both areas and lead to linked trips between them.

Castle Street

Land to the north of Castle Street offers one of the main development opportunities in the town centre. This land is in a mix of uses including the Burgh Hall, car parks and vacant land, but it is underutilised. The façade of the Old Academy Building forms the frontage of the site onto Church Street. This façade is A-listed and the Council is committed to its retention and restoration. For this reason, and because the remainder of the site is in public

ownership, land along the north of Castle Street offers an opportunity for the development of civic and public service uses, which would have the added benefit of bringing additional footfall to the town centre. Development of such uses will be supported where they incorporate the retention of the Old Academy Building façade and present an appropriately designed and active frontage along Castle Street.

Land to the south of Castle Street offers the largest but most complex development opportunity within the town centre and waterfront area, and a comprehensive masterplan is required to inform future development of the area. The land is largely cleared and in private ownership. Site complexities include mixed ownership, design issues, flooding, access and the condition of the basin and harbour walls. The preferred strategy for this area is one of mixed-used development, including residential development so as to increase the number of people living in the town centre, and retail and commercial uses at ground floor level along Castle Street so as to provide an active street frontage and help achieve better linkages between the High Street and St James Retail Park. The frontage along Castle Street should be punctuated with streets leading into the site giving access to the waterfront and views to Dumbarton Castle. Public access along the entire waterfront is a requirement of the development of this site as is the stabilisation of the basin and harbour walls. Any masterplan should incorporate the requirements for the Lomond Canal and provide for an emergency vehicular access to development sites on Castle Road.

St James Retail Park/Morrisons Commercial Centre

The St James Retail Park and the adjoining Morrisons store, whilst complementing Dumbarton town centre by offering large format retailing, also offers an alternative shopping location that is not well-linked to the town centre. Any additional retail floorspace at the retail park - beyond that already permitted - will only be supported if it can be demonstrated to complement and not damage the town centre's retail offer and be accompanied by a series of measures that improve the environment of the retail park and linkages between it and the town centre.

Castle Road

Residential development will be supported along both sides of Castle Road. Developments should offer an attractive frontage to Castle Road and the River Leven. There is a requirement for a waterfront path to be provided through the western sites linking through the Castle Street site to the town centre.

Dumbarton Football Club

Dumbarton Football Club has indicated a desire to relocate from its present site. Should this happen residential development is supported as a suitable use for the current stadium site. The site is in a sensitive location, adjacent to Dumbarton Castle and careful consideration should be given to the layout and

design of the site. A masterplan should be prepared for this site and any application accompanied by a design statement. A waterfront path would be required within the development linking to paths on either side. Uses that would increase the attractiveness of Dumbarton Castle to visitors will also be supported on this site.

Dumbarton Castle

Dumbarton Castle dominates the Dumbarton waterfront and is a monument of national importance. The Council will continue to work with Historic Scotland on proposals to best promote the Castle and to safeguard it and its environs. Dumbarton Rock is a Site of Special Scientific Interest (SSSI) for its geology. Adjacent development should ensure access along the base of the rock face is maintained and enhanced, and will be expected to maintain key views of the rock face.

Sandpoint Marina

Sandpoint Marina is a prominent site on the waterfront. The Plan supports development of housing on the site to a scale reflecting the site's prominence and proximity to Dumbarton Castle. A development brief will be prepared to guide development and any application should be accompanied by a design statement. The provision of a waterfront path is a requirement of this development. Residential development would need to be supported by measures to make the site accessible by or to public transport. A contribution to the cost of a pedestrian footbridge to the town centre will therefore be sought. The continuation of marina/maritime uses on the site in conjunction with development of some parts for residential purposes may be acceptable if it can be demonstrated that a satisfactory level of residential amenity can be achieved.

Accessibility

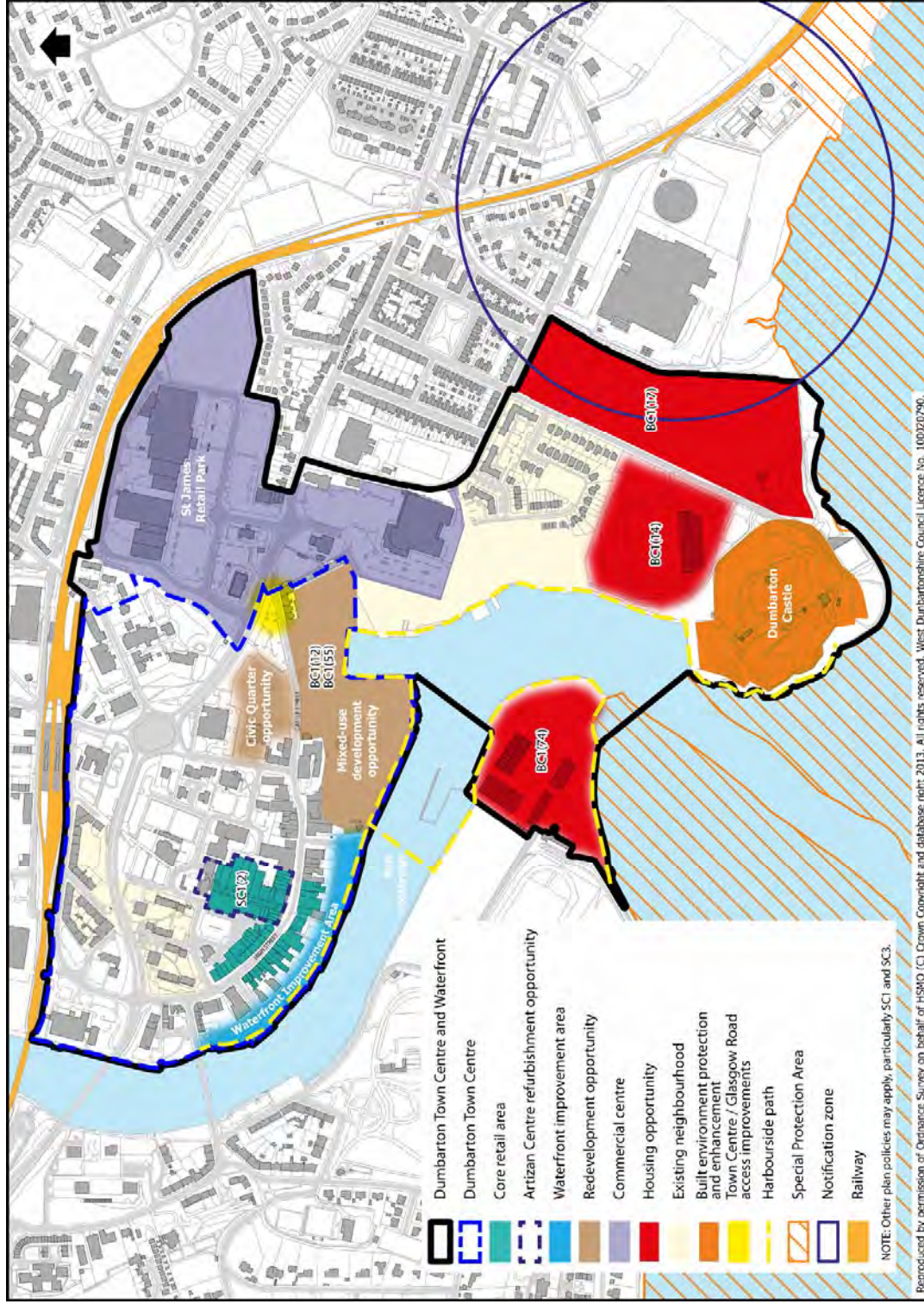
The town centre and waterfront area requires a number of access issues to be addressed. The A814/Glasgow Road runs west-east through the town centre and the railway line forms its northern boundary. Both act as barriers to attractive pedestrian access between the town centre and the wider town, with access under bridges or underpasses required. Measures to improve the attractiveness of these pedestrian access points will continue to be investigated and implemented. The junction of Castle Street and Glasgow Road is currently closed to vehicular traffic, and is a crucial point in the links between the town centre and St James Retail Park. The Council supports the re-opening of this junction to vehicular traffic and its reconfiguration to improve pedestrian and public transport accessibility and traffic flow into the town centre. Improvements to the Church Street roundabout and the overall flow of traffic along and onto the A814 are required, and should ensure pedestrian linkages are retained and improved. The Council will work in partnership with developers of sites in the Dumbarton town centre and waterfront area to make the necessary improvements, and may seek contributions towards the cost of these improvements.

Nature Conservation

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

Development within Dumbarton Waterfront and Town Centre must not have an adverse effect on redshank, which are the qualifying interest of the Inner Clyde Special Protection Area, in terms of disturbance or pollution, or upon Atlantic salmon and brook lamprey which are the qualifying interest of the Endrick Water SPA in terms of disturbance, pollution or indirect habitat modification.

Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal (HRA). Pre-application discussion with SNH regarding preparation of the appraisal is strongly recommended. A range of mitigation measures potentially required are identified in the HRA of this Plan.



Our Changing Places – Queens Quay

Located on the River Clyde to the south of Clydebank town centre, Queens Quay extends from the western part of Rothesay Dock in the east to land at Cable Depot Road in the west covering 41 hectares. The whole site has a history of industrial use, with the central and largest part of it formerly home to the John Brown's shipyard. Industrial activity associated with the former John Brown's site ended in 2000, with the site cleared in 2002. Industrial activity has also ceased on the Cable Depot Road and Rothesay Dock areas of the site, and much of the site is in a derelict state. In more recent years there has been some significant redevelopment at the eastern end of Queens Quay – the new Clydebank College and office pavilions have been completed and the A-listed Titan Crane has been transformed into a visitor attraction.

This Plan's strategy for the site is:

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

The Plan requires that a comprehensive masterplan be agreed to guide development of this site. This should be informed by the Design Guidelines for Clydebank river frontage, which are Supplementary Guidance.

The Plan supports the redevelopment of the Queens Quay site predominantly for houses and flats. Its prime location adjacent to the waterfront and proximity to the town centre and public transport services mark it as a unique opportunity to create a new residential area for Clydebank. Previous masterplanning has identified a capacity for about 1,500 houses in this area. Market conditions and new masterplanning may alter this capacity but the potential number of new houses remains substantial. A mix of tenure and housing types is expected across the site, increasing housing choice within Clydebank.

The site is part of the Clydebank Riverside Strategic Economic Investment Location identified by the Strategic Development Plan to support the business and financial services and life sciences key sectors. Employment uses supporting these key sectors and other employment uses in keeping with the predominant residential nature of the site will be supported.

The Council has aspirations to develop a new leisure centre for Clydebank on the Queens Quay site. This is expected to be located adjacent to Clydebank College as these uses are seen as complementary and the location is close to the town centre. Other leisure uses such as restaurants, cafes and hotels will also be supported on the Queens Quay site, preferably clustered around the dock, and therefore close to the college, proposed leisure centre, and the town centre. Education and care facilities will also be acceptable.

There has been pressure for large scale retail development on the Queens Quay site as a means of enabling development of the wider site. At the time of publication of the Proposed Plan this form of development is not supported. The Council has concerns about the impact of such development on Clydebank town centre, about the design of such a development and its impact on the layout of the wider site, and whether it would actually enable development of the wider site. However, the Council recognises that, in the current market conditions, an impetus is required to kick start regeneration of the Queens Quay site. Any future proposals for the site must be based upon a comprehensive masterplan and be supported by evidence of a funding model demonstrating how the development of the entire site is to be achieved.

A disused railway crosses Dumbarton Road and into the site at Cable Depot Road. The Council's preference is to have the railway bridge and embankment removed. This would enable a more comprehensive redevelopment in this area and an improvement to the approach to the site and views along Glasgow Road. Alternatively, and as a minimum, the bridge should be restored and, along with the embankment, placed under a management regime to prevent them becoming overgrown.

Proposals for the Queens Quay site should take into consideration its waterfront location and ensure that development interacts with the riverside, with development towards the south of the site facing towards the river. The width and landscaping of the waterfront area should be designed to ensure development relates well to its landscape location, and to encourage recreational use and wildlife. The layout throughout the site should be based on a grid street pattern providing strong links from Dumbarton Road to the riverside, giving the opportunity for views to the other side of the river. The link from the town centre to the waterfront is the most important of these and should encourage movement between the town centre and the site. The dock is to be retained with public space and uses formed around it. The A-listed Titan Crane is a pivotal feature of the site and development should integrate it within the overall layout and maintain and create views of the crane from within and outwith the site.

It is expected that the site will contribute significantly to the green network within West Dunbartonshire, particularly through the provision of waterfront access which is a requirement of the development of this site. Other green and civic spaces should be included within the layout so as to meet the requirements of residents and contribute to the quality of the overall development.

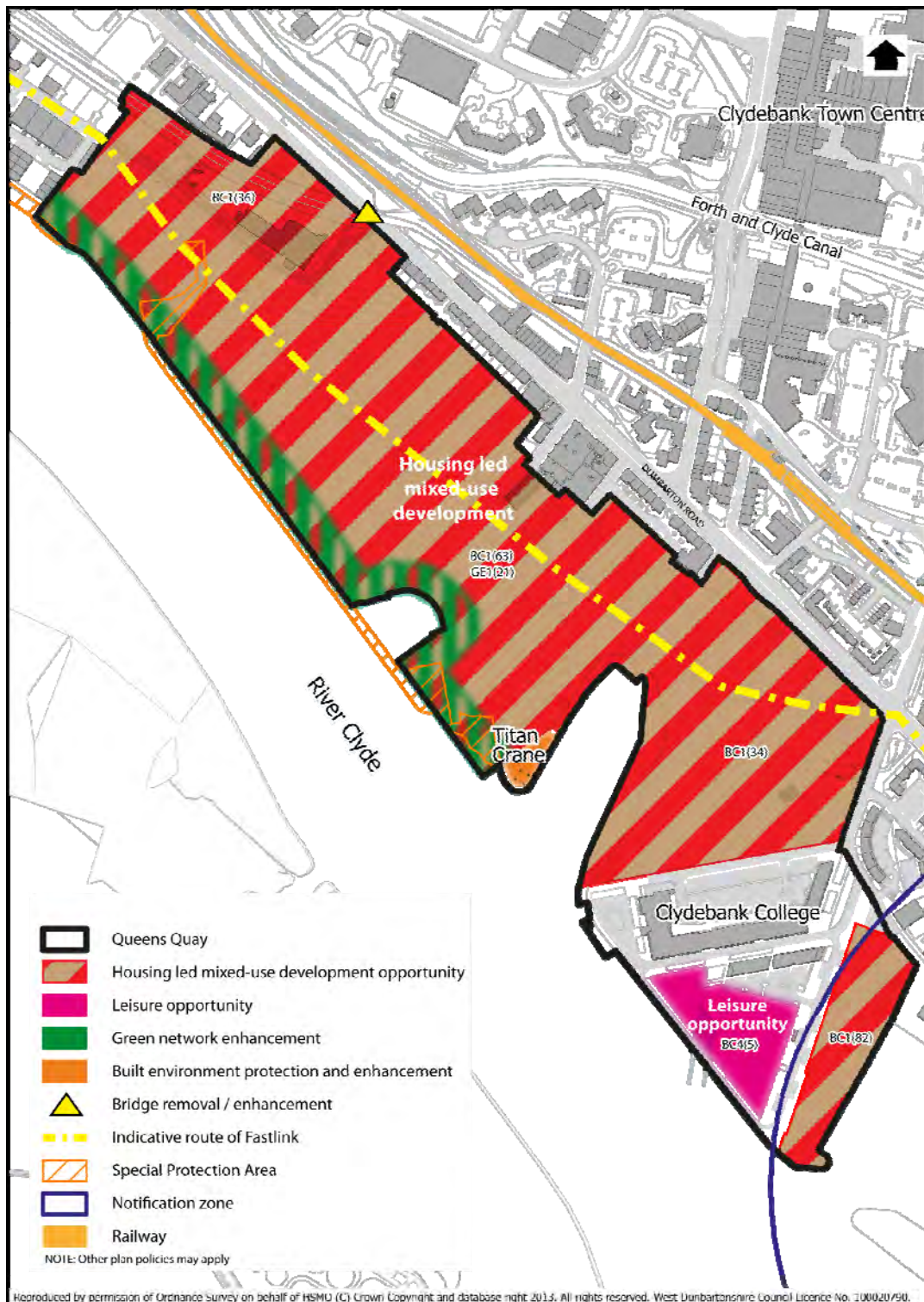
The site's links to Dumbarton Road and Clydebank town centre will provide accessibility to public transport. The provision of Fastlink to Clydebank and the Golden Jubilee Hospital remains a possibility (see Supporting Development section), with one option being the passing of the route through the Queens Quay site. Strathclyde Partnership for Transport and the Council should be consulted during the masterplanning of the site so that an up-to-date position on Fastlink can be reflected. If a route through Queens Quay is

considered to be the preferred option then provision of the necessary infrastructure will be a requirement of any development.

Part of the site falls within the 1:200 year flood area. To address the risk of flooding on the site, levels will require to be raised or remodelled, flood defences improved, and buildings designed appropriately to protect them from flood risk, all without exacerbating the risk of flooding elsewhere. SEPA should be consulted early in respect of any proposals for the site. Riverside walls are required to be improved and repaired as part of any development of the site.

The Queens Quay site adjoins the Inner Clyde SSSI and Special Protection Area. Development at Queens Quay must not have an adverse effect on redshank, which are the qualifying interest of the Special Protection Area in terms of disturbance or pollution.

Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal (HRA). Pre-application discussion with SNH regarding preparation of the appraisal is strongly recommended. A range of mitigation measures potentially required are identified in the HRA of this Plan.



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Our Changing Places – Carless

Situated between the River Clyde and the Forth & Clyde Canal close to Old Kilpatrick, the former Carless Oil Refinery is a relatively secluded but large site of around 17 hectares. The site is separated from the canal and its towpath by a dismantled railway line which over time has become a locally important wildlife corridor (reflected in its designation as a Local Nature Conservation Site) running from the Saltings Local Nature Reserve to the Golden Jubilee Hospital. The foreshore forms part of the Inner Clyde Special Protection Area. A large complex of bonded warehouses sits to the east and its notification zone affects the east of the site. Oil refining operations ceased in 1992 and the site is now vacant and derelict, with only a few features of its former use including the tanker jetty remaining. As a legacy of this past use the land at Carless is designated as contaminated under Part II of the Environmental Protection Act 1990. Overhead power lines run through the eastern edge of the site.

This Plan's strategy for Carless is:

- new development resulting in the remediation of the site - a range of uses, including housing, business and industry, will be suitable but retail will be limited to that required to serve any development on the site;
- green network enhancements, particularly along the Clyde waterfront, canal and former railway corridor; and
- access improvements - the provision of a new road access to the site from Dumbarton Road (crossing the Forth & Clyde Canal), enhancements to the access from Erskine Ferry Road and the provision of public transport within/close to the site.

The Plan requires that a comprehensive masterplan be agreed to guide development of this site.

The Plan supports a range of uses that would contribute to the remediation of the site with housing and business/industry uses preferred. For housing development, the Council will require evidence that the site can be remediated to a level making this use acceptable. Carless is part of the Clydebank Riverside Strategic Economic Investment Location, which is identified as an opportunity for investment in business and financial services and life sciences. Other uses such as hotel, leisure and public services will also be acceptable. Any retail development will be limited to that required to serve the residential population and other uses on the site, so as not to adversely impact on Clydebank town centre.

The foreshore at Carless lies within the Inner Clyde SSSI. The SSSI is designated for nationally important coastal habitat and estuary birds. The same area is also a Special Protection Area. Development at Carless must not have an adverse effect on redshank, which are the qualifying interest of the Special Protection Area, in terms of disturbance or pollution.

Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal (HRA). Pre-application discussion with SNH regarding preparation of the appraisal is strongly recommended. A range of mitigation measures potentially required are identified in the HRA of this Plan. A study of redshank behaviour at this location, over at least one overwintering season is very likely to be required in order to assess potential disturbance from both construction and operation of new development.

A new access road into the site will be required from Dumbarton Road at Freeland Place. This would cross the Forth & Clyde Canal, with a sensitive solution that ensures the canal – a scheduled monument – and its setting is not harmed. The provision of open space within the Carless site will compensate for any loss resulting from the access road. Improvements to the Erskine Ferry Road access will also be required.

This Plan supports and expects green network enhancements to be integral to the development of the site. The site is identified as a strategic opportunity for the enhancement of the Glasgow and Clyde Valley Green Network, a place where there is the most significant prospect to deliver habitat, access, green and open space enhancement. This will entail protecting and enhancing the disused railway corridor; upgrading existing open space and providing new spaces; and ensuring green infrastructure is central to proposals for new buildings and infrastructure. Opportunities for green network enhancement exist along the Clyde waterfront, the canal and the former railway line. Enhancements could also be delivered to the eastern part of the site affected by the HSE notification zone and overhead power lines. Enhancements to the western edge of the site would create a connected corridor around its perimeter. Prior to remediation or development, temporary uses which enhance the green network value of the site will be supported and encouraged on the understanding that the site will eventually be developed.

Once developed, the Carless site could generate a large number of trips to and from the site. The provision of a new access from Dumbarton Road would improve its accessibility significantly, but to encourage sustainable travel to and from the site and to help integrate the Carless site with the surrounding area the Council is keen for the site to be served by a commercial bus operator. New road access will need to be of a standard to enable bus access and if necessary the Council will require financial contributions from the site developer(s) to support bus operations if the location and scale of development is such that accessibility improvements are required.



Our Changing Places: Esso Bowling and Scott's Yard

The Esso Bowling and Scott's Yard sites are located on the Clyde waterfront between Bowling and Milton. The majority of the land, around 33 hectares, was previously occupied by the Esso Petroleum Company. The former fuel distribution terminal has lain unused since its decommission and clearance was completed in 2001. Most of the site is potentially contaminated as a result of its former use, and remediation is ongoing. The Esso site includes the B-listed Dunglass Castle and Henry Bell Obelisk Memorial. Immediately adjacent to the Esso Bowling site is Scott's Yard, a former shipyard at Bowling Harbour.

This Plan's strategy for the Esso Bowling and Scott's Yard sites is:

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

The Plan requires that a masterplan be agreed to guide the comprehensive development of these sites.

The Esso Bowling site offers an opportunity for a scale of development which could significantly increase investment and employment in West Dunbartonshire. This Plan therefore supports uses such as business, industry, storage and distribution, leisure and tourism. Maritime-related uses making use of the Dunglass Basin and the deep water access the site offers will be particularly welcome. Only retail uses ancillary to the main use of the site will be permitted.

The Scott's Yard site, in addition to the above uses, has potential for residential development. This would be supported subject to an acceptable access being achieved, and any contamination being remediated to an acceptable level. Clearance of that part of Bowling Harbour associated with Scott's Yard, restoration of the associated harbour walls and provision of a path link along the harbour towards Bowling Basin will be a requirement of development of the Scott's Yard site.

The mudflats and saltmarshes west of the Esso Bowling site lie within the Inner Clyde SSSI, as does the foreshore below the sea wall. The SSSI is designated for nationally important coastal habitat and estuary birds. The same area is also a Special Protection Area. Development at Esso Bowling and Scott's Yard must not have an adverse effect on redshank, which are the qualifying interest of the Special Protection Area in terms of disturbance or pollution. Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal (HRA). Pre-application discussion with SNH regarding preparation of the appraisal is

strongly recommended. A range of mitigation measures potentially required are identified in the HRA of this Plan.

A study of redshank behaviour at this location, over at least one overwintering season is very likely to be required in order to assess potential disturbance from both construction and operation of new development.

Intertidal areas west of the site are believed to be particularly important to the redshank and green infrastructure uses will be encouraged towards the western end of the site to provide a buffer between development and this important habitat area. This will help to provide green network enhancements that will be a requirement of the site's development and could be multi-functional through providing sustainable water management, habitat, landscape setting, and possibly recreational open space.

Also within the site is Dunglass Castle, a B-listed building, and within its grounds an obelisk memorial to Henry Bell, a B-listed structure. Any development should ensure that these structures and their settings are protected and enhanced. The restoration of the Castle is supported by this Plan.

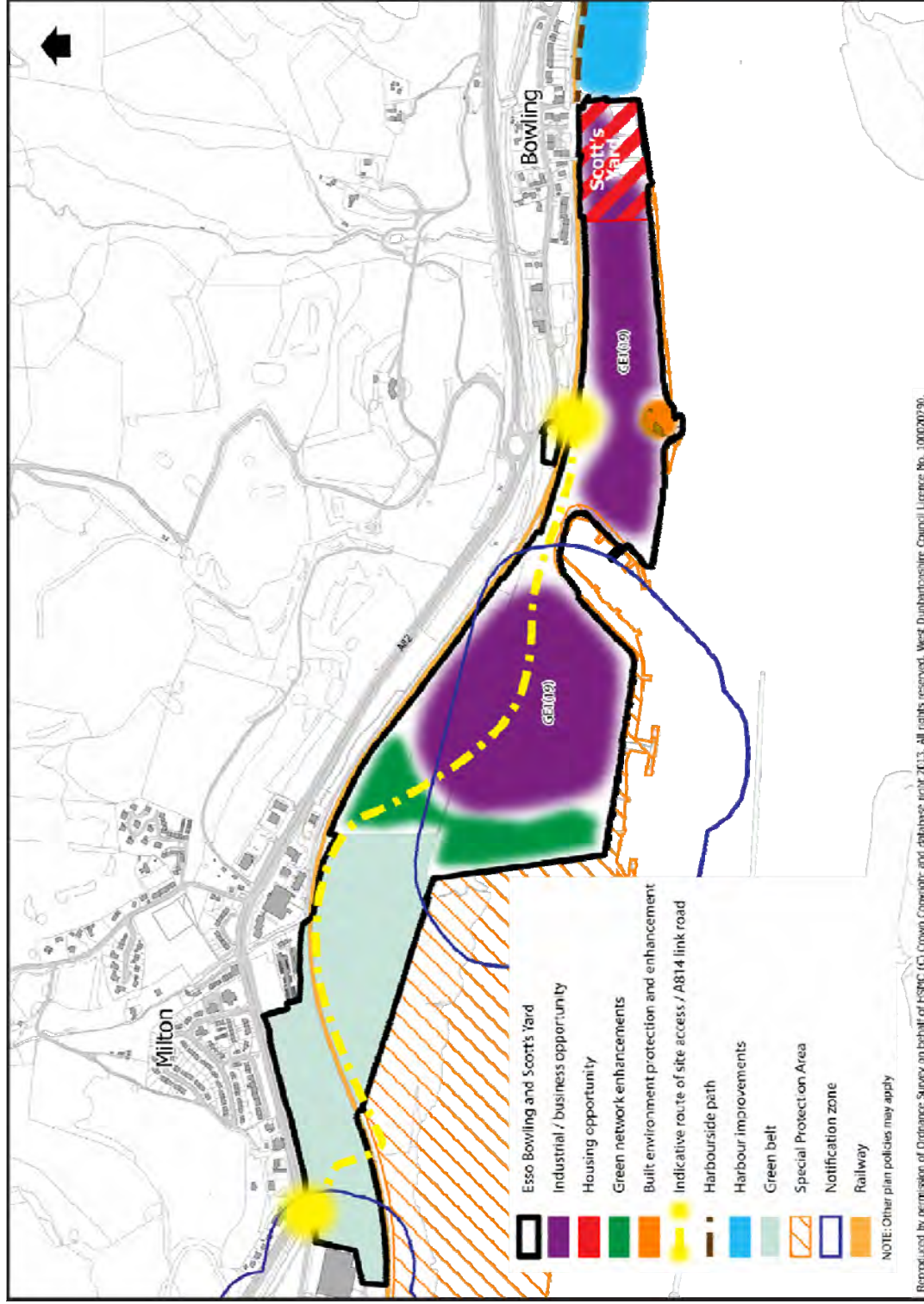
Both the Esso Bowling and Scott's Yard sites are identified as being at significant risk from flooding. Further studies are required to assess the exact nature of the flood risk, and the impact that any new development, infrastructure and flood management will have. Because of the flood risk some uses which are particularly vulnerable to flooding will not be acceptable on parts of the sites. Development on areas not directly at risk from flooding may be restricted if the access to them is at risk of flooding. To address the risk of flooding on the site, levels will require to be raised or remodelled, flood defences improved, and buildings designed appropriately to protect them from flood damage. SEPA should be consulted early in respect of any proposals for the site.

The Main Issues Report highlighted the possibility of extending the developable area of the Esso Bowling site westwards towards the Dumbuck junction so as to make development more viable. It is recognised that this greenfield area is at significant risk from flooding and lies immediately adjacent to the SSSI/Special Protection Area. It may also have a role to play in enabling coastal realignment, mitigating the impact of sea level rises and flooding elsewhere. This area will therefore be retained as greenbelt.

It remains an aspiration of the Council that an A814 link road is provided through the Esso site between the Dumbuck junction in the west and the Dunglass roundabout in the east. This would serve new development, provide a through route for public transport and a relief route for the A82 Trunk Road if it became blocked. To the west, the route is to run close to the existing railway line to avoid building a physical barrier across land with the potential to provide coastal realignment. The route through the developable area can be identified through the masterplan but is expected to curve into the site so as to serve development. Junction arrangements at Dumbuck and Dunglass will

have to be designed to the satisfaction of Transport Scotland. The new road will have to cross an operational railway at two locations and close liaison with Network Rail will be required in order to minimise impact on railway operations during construction and operation. If this new road is constructed it is expected that access to the Scott's Yard site will be taken from it, rather than it requiring a separate access, which would require an additional railway crossing. This would enable the closure of the existing level crossing into the Scott's Yard site.

As the scale of development anticipated on the site is significant, it is essential that it is accessible by walking, cycling and public transport. Path access into and through the site will be a requirement, including a new footbridge to the east of the site giving access over the railway as close as possible to Bowling railway station. Road access would need to be of a standard to enable bus access. The Council may require financial contributions from the site developer(s) to support bus operations.



Our Changing Places – Bowling Basin

The Bowling Basin site is located between the villages of Bowling and Old Kilpatrick and is the ownership of Scottish Canals. The Forth and Clyde Canal runs through the site. There is activity on and along the canal with boats moored within two canal basins, and the towpath, which forms part of National Cycle Route 7, used for cycling and walking. A former railway line runs through the site, under part of which there are arches, some of which are occupied for commercial uses. There have been improvements to the public realm along some parts of the Canal, but those parts closest to Bowling Harbour have still to be improved, as have the walls of the harbour. The majority of the land to the south of the canal is wooded. To the south of the wooded area is a beach along the Firth of Clyde.

This Plan's strategy for the Bowling Basin site is:

- to create an exemplar of an integrating green infrastructure approach to development;
- residential development along both sides of the Canal;
- low density housing within improved woodland south of former railway line;
- green network enhancements including a linear park along the former railway line; and
- commercial and leisure uses centred on the lower basin and former railway arches.

The Plan requires that a masterplan be agreed to guide the comprehensive development of this site. Bowling Basin is an important green network asset, with features such as the canal, cycle route and areas of woodland. An Integrating Green Infrastructure (see Enhancing our Green Network section) approach to masterplanning the site is strongly encouraged with enhancements to recreational open space, habitats, and access routes and innovative approaches to surface water management expected. The site has the potential to become an exemplar of a green network approach to development.

Housing along both banks of the canal, and 'living on the water' proposals will be supported. On the south bank of the canal, housing will be acceptable in the area up to the former railway line. South of the former railway line, closer to the River Clyde, housing within a woodland setting will be supported. Whilst not a designated nature conservation site, the woodland is locally valued, forms part of the green network and provides a wildlife habitat which stretches eastwards into the Saltings Local Nature Reserve. Development within the woodland should be designed to minimise the impact on the woodland's role as a habitat and include enhancements to this role.

The foreshore at Bowling Basin lies within the Inner Clyde SSSI. The SSSI is designated for nationally important coastal habitat and estuary birds. The same area is also a Special Protection Area. Development at Bowling Basin must not have an adverse effect on redshank, which are the qualifying interest of the Special Protection Area, in terms of disturbance or pollution.

Proposals for development must be accompanied by an expert appraisal to inform project-level Habitats Regulations Appraisal (HRA). Pre-application discussion with SNH regarding preparation of the appraisal is strongly recommended. A range of mitigation measures potentially required are identified in the HRA of this Plan. A study of redshank behaviour at this location, over at least one overwintering season is very likely to be required in order to assess potential disturbance from both construction and operation of new development.

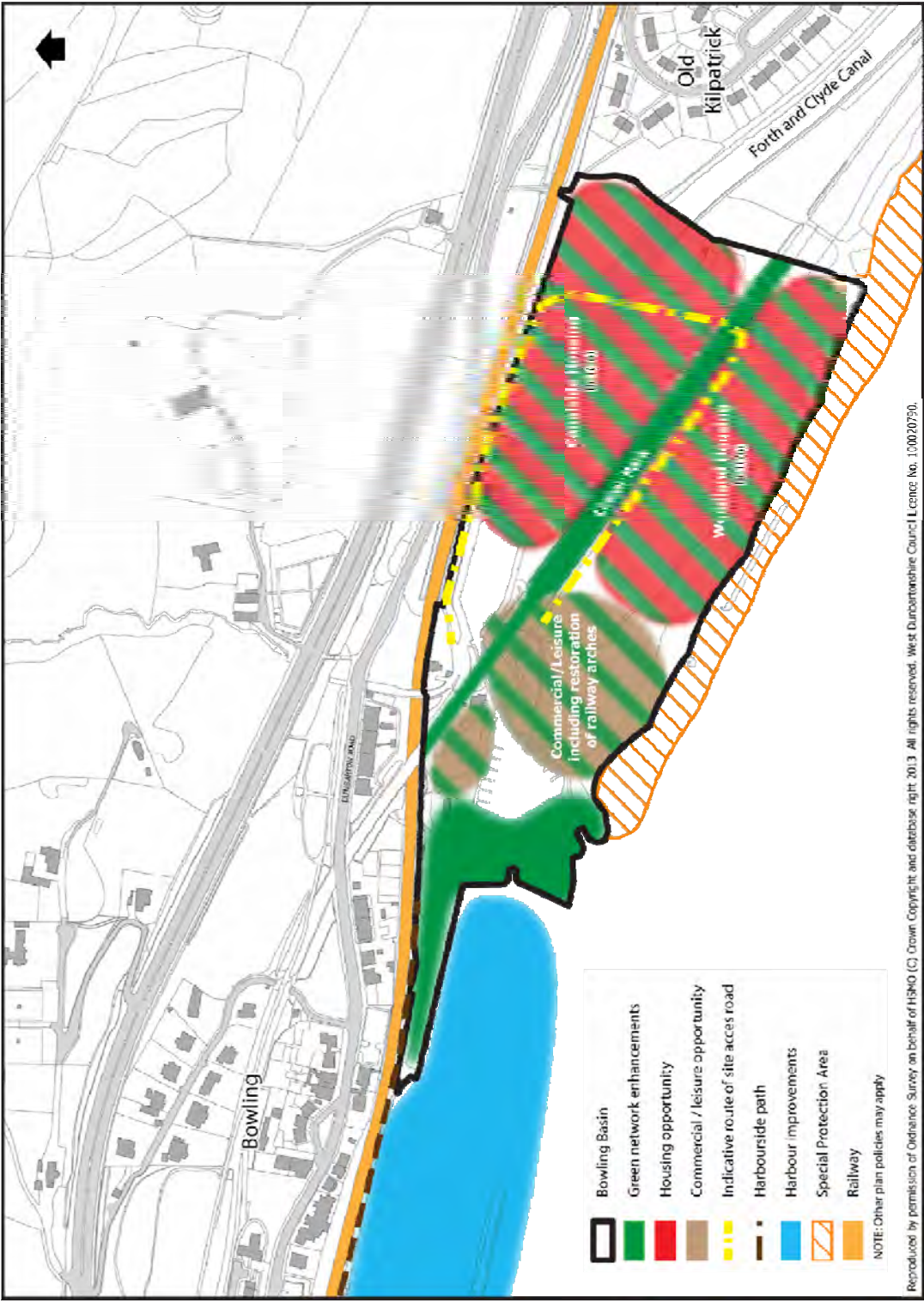
The commercial and leisure elements of the site are to be focussed around the lower basin and the old railway arches. Shops, cafes, restaurants, a hotel and boating related commercial uses will be considered acceptable at this location.

All canalside development must be sympathetic to the canal, which is a scheduled monument, and its setting, including listed buildings.

The old railway line including the bridge is considered to offer an opportunity to create a linear park through the site and to provide an improved route for National Cycle Route 7 which is currently separated by the A814/Dumbarton Road where cyclists currently have to dismount. Along with the canal and its towpath, the linear park would help Bowling Basin to become a focal point in West Dunbartonshire's green network. The creation of this park would include improving the railway arches and making them ready for occupation. Creation of the park and improvement of the arches are supported by this Plan and will be expected to form part of the overall development proposals for the site and implemented in phases linked to the development of houses on the site (phasing to be established by the masterplan or a planning agreement).

A vehicular access is required to serve the new houses and commercial uses on the south side of the canal. A secondary emergency access may also be required. The coastal location of the site means that there will be a flood risk. Measures will have to be taken to protect the site from flooding which do not increase the risk of flooding elsewhere. The Council's Roads & Transportation Service and SEPA should be involved in the development of proposals for the site.

The area closest to Bowling Harbour is in need of improvement. The public realm here is still to be improved, harbour walls are to be stabilised, and a path along the harbour towards the Esso Bowling/Scotts Yard site and Bowling railway station is required. The harbour itself could be brought into active use, through the introduction of boat moorings. Such measures are encouraged but are not expected to be delivered in connection with the residential development of the site.



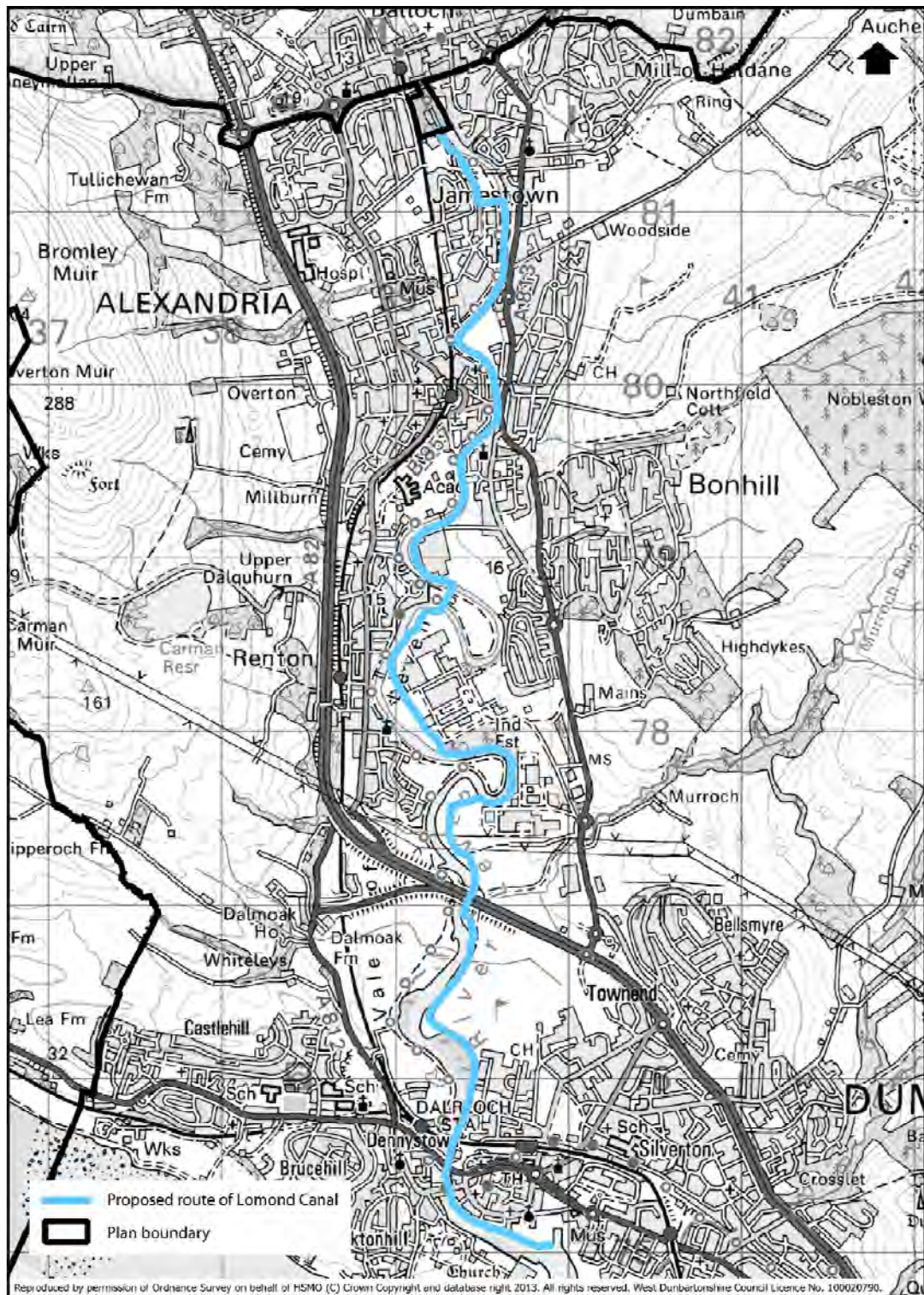
Our Changing Places – The Lomond Canal

Scottish Canals has a proposal for a new canal running alongside the River Leven from the River Clyde at Dumbarton to Loch Lomond at Balloch. As well as connecting the Clyde and Loch Lomond it would allow canal journeys across central Scotland to Loch Lomond, owing to the proximity of the Bowling terminus of the Forth and Clyde Canal.

Scottish Canals has identified a number of benefits associated with the Lomond Canal. It would increase visitor numbers to West Dunbartonshire, thus growing the local economy and increasing employment. It would also provide a new recreational resource for local people, improving health and well-being. As a major construction project it would have significant economic benefits during its construction period. It would increase awareness of West Dunbartonshire and provide an economic boost as sites close to the canal become more attractive investment locations. It has been suggested as a strategic solution to managing flood risk within Dumbarton and the Vale of Leven. There could also be economic and community benefits associated with hydro-electric schemes and the commercial use of water.

The Plan supports the further investigation of the Lomond Canal proposal and will protect the route of the canal proposed by Scottish Canals from development for the period covered by this Plan. This will allow Scottish Canals to develop the project further and demonstrate whether the canal is financially and technically viable and environmentally acceptable.

The potential environmental impact of the proposed canal will have to be carefully explored. The route proposed by Scottish Canals runs alongside the River Leven and crosses it at three locations. The River Leven is a Local Nature Conservation Site in its own right and a migratory route for Atlantic salmon and brook lamprey, used by these protected species to travel between the Endrick Water Special Area of Conservation - a Natura 2000 site designated as a habitat for these fish species - and the Firth of Clyde and beyond. Matters such as the impact of the canal on the river banks and the flow and water quality of the river will have to be considered, as well as how the river crossings may affect migratory routes, and the threat posed by invasive species. Construction of the canal would also impact on the River Leven and works at Dumbarton harbour could potentially affect the wading birds of the Inner Clyde Special Protection Area. In terms of the Water Framework Directive, the canal should not lead to deterioration in the water quality of the River Leven or associated waters e.g. Loch Lomond. Should the Canal proposal progress in future, planning permission will not be granted unless it can be ascertained that the proposal would not adversely affect the integrity of the fish and wading bird interests of the Endrick Water Special Area of Conservation and Inner Clyde Special Protection Area.



Our Changing Places – Lomondgate and Vale of Leven Industrial Estate

Lomondgate is a major residential and business development site centred on the former J&B bottling plant in Dumbarton. Covering over 40 hectares it is located on both sides of the A82 between Dumbarton and the Vale of Leven. To the south of the A82 are the BBC drama production studios and a development of approximately 350 new houses is well underway. North of the A82, international company and major local employer Aggreko has a large manufacturing and headquarters facility. Also to the north of the A82 is a roadside service area with food and drink uses and a hotel. Infrastructure is in place to facilitate the development of the remainder of the Lomondgate Business Park.

The Vale of Leven Industrial Estate is located north of Lomondgate. It is a post WWII industrial estate offering a mix of industrial units accommodating both international and local firms in both traditional and innovative sectors. The Vale of Leven Industrial Estate has a woodland setting adjacent to the River Leven, with the A-listed Strathleven House at its centre.

This Plan's strategy for Lomondgate and the Vale of Leven Industrial Estate is:

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

Together Lomondgate and the Vale of Leven Industrial Estate are identified as a Strategic Economic Investment Location. They are in an advantageous location, just off the A82, and easily accessible to rest of the Glasgow city-region – with the city centre only 30 minutes away – and Loch Lomond, Argyll and the West Highlands. The location also benefits from good road links to the M8 and Glasgow International Airport. Public transport connections are good too, with buses passing through the area and some parts of the area close to railway stations.

The Council and Strathleven Regeneration, a Community Interest Company responsible for promoting and enabling the Lomondgate development, share the view that Lomondgate and the Vale of Leven Industrial Estate are complementary assets. Together they provide over 90 hectares of established and proposed employment land and services. They provide an employment location which hosts, and offers the opportunity for further investment in, key sectors of the economy including but not restricted to business and financial services, creative and digital industries, and tourism.

Development at Lomondgate is well underway and it is expected that the Plan period will see the completion of the residential development area, including on Area 5 which is released for residential development by this Plan (see

Building our Communities section). The roadside services area has remaining development plots, and a petrol filling station, visitor facility and further food and drink (Class 3) uses will be supported here.

The Plan supports the development of the Lomondgate Business Park area in accordance with the approved masterplan, providing approximately 18,500 sq.m. of business and industrial floorspace. This will include a mixed-use hub area to serve as a local centre for the business park. Ancillary retail, service and leisure uses will be supported within the hub.

Large scale retail development will not be supported on the Lomondgate site.

Despite its woodland and riverside setting, the Vale of Leven Industrial Estate is not without problems. There are both occupied and vacant premises which are in poor condition and several vacant sites, all of which impact on the amenity of the Estate and its competitiveness in attracting investment. The woodland and riverside setting is not subject to regular maintenance, meaning that less is made of this impressive setting than should be. Furthermore, the Estate is in multiple ownership making these issues difficult to address.

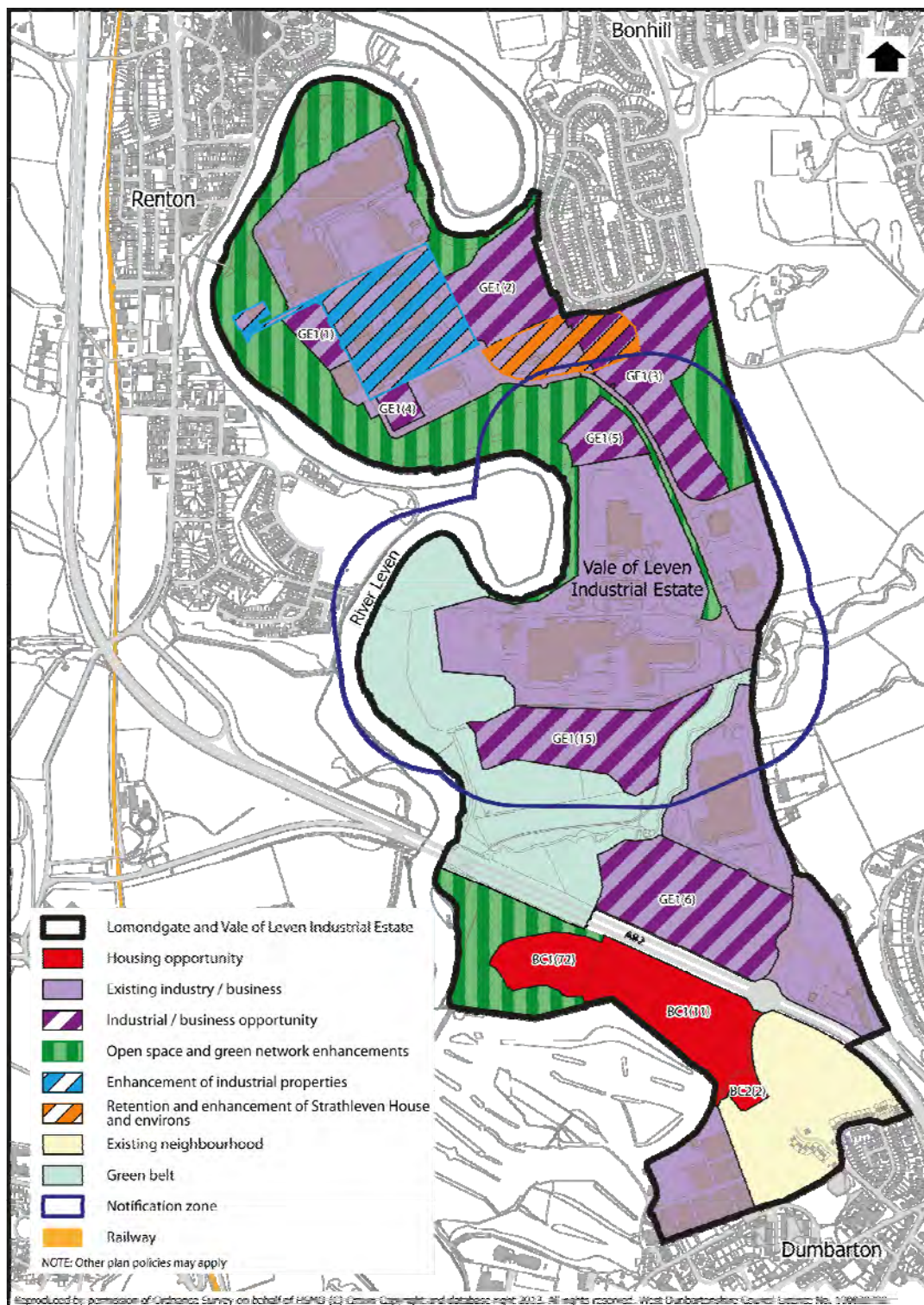
The Council does not have any ownership interest in the Estate but in viewing it as a Strategic Economic Investment Location, recognises a responsibility to help address these issues. It is active with partners, including Estate businesses, in seeking to address management issues to improve the attractiveness of the Estate. The Council, with partners, commissioned a Green Network Enhancement Study which has identified measures to improve the Estate as a place to operate a business, work, and visit for business or pleasure, as well as measures to improve habitats. The Council is active in seeking funding to implement these measures, which are supported by this Plan.

Several sites within the Estate are identified for business and industrial use and included in Schedule 1 in the Growing our Economy section. Proposals for uses other than Use Class 4, 5 and 6 on these sites and in existing premises are not encouraged and will be assessed against Policy GE2. Proposals for development sites and existing premises should improve the quality of the Vale of Leven Industrial Estate, including its Green Network value.

Strathleven House currently operates as a business centre. Continuation of this use is supported. Other uses which would secure the sustainable future of the House will also be acceptable including conversion to a hotel, institutional use or leisure. Any proposals for the House should also address its environs, and not lead to the further deterioration of the dovecot, and stables and coach house which are identified as Buildings at Risk, or the Designed Landscape.

The route of the proposed Lomond Canal runs through the Estate. The Plan protects the proposed route from any development that would prevent the implementation of the Canal. Green network enhancements along the

proposed Canal route will be acceptable on the understanding that they would be temporary until the Canal is implemented.



Our Changing Places – Young's Farm (Dumbarton FC)

Dumbarton Football Club was founded in 1872 and is one of the oldest football clubs in Scotland. Since 2000 the Club has played in the next to Dumbarton Rock on Dumbarton's waterfront. Their stadium comprises one stand which incorporates the club's offices, dressing rooms and associated facilities along with hospitality, including two conference rooms. It has capacity for just over 2,000 spectators.

The Club's vision is to be successful at the highest level of football in Scotland at which it can be both financially viable and sustainable. It also wishes to play a wider role in the community, contributing to health, social well-being and the economy. To achieve this, the Club considers it is necessary to relocate to a new site as there are restrictions associated with its current stadium in relation to increasing crowd capacity, maximising non-matchday income and integration with training facilities. A new community 'sports hub' would allow Dumbarton FC to build football and non-football revenues and contribute to the availability, accessibility and quality of sporting facilities in the area.

Having assessed the possibilities afforded by a number of sites in and around Dumbarton – including sites at Dumbuck and Ezzo Bowling which featured in the Main Issues Report – the Club's preferred location for a new stadium is at Young's Farm, north of the Dennystown area of Dumbarton. This greenfield site is bounded on the eastern side by the River Leven, to the west by the railway and to the north by the A82.

The Council is supportive of Dumbarton FC investigating the suitability of this site further. Technical considerations include how the site can be accessed by road and sustainable means of travel, its impact on the trunk and local road network, and managing flood risk. Environmental considerations include the impact on the River Leven, which is a Local Nature Conservation Site and the migratory route for Atlantic salmon and brook lamprey to and from the Endrick Water Special Area of Conservation, a Natura 2000 site designated as a habitat for these fish species.

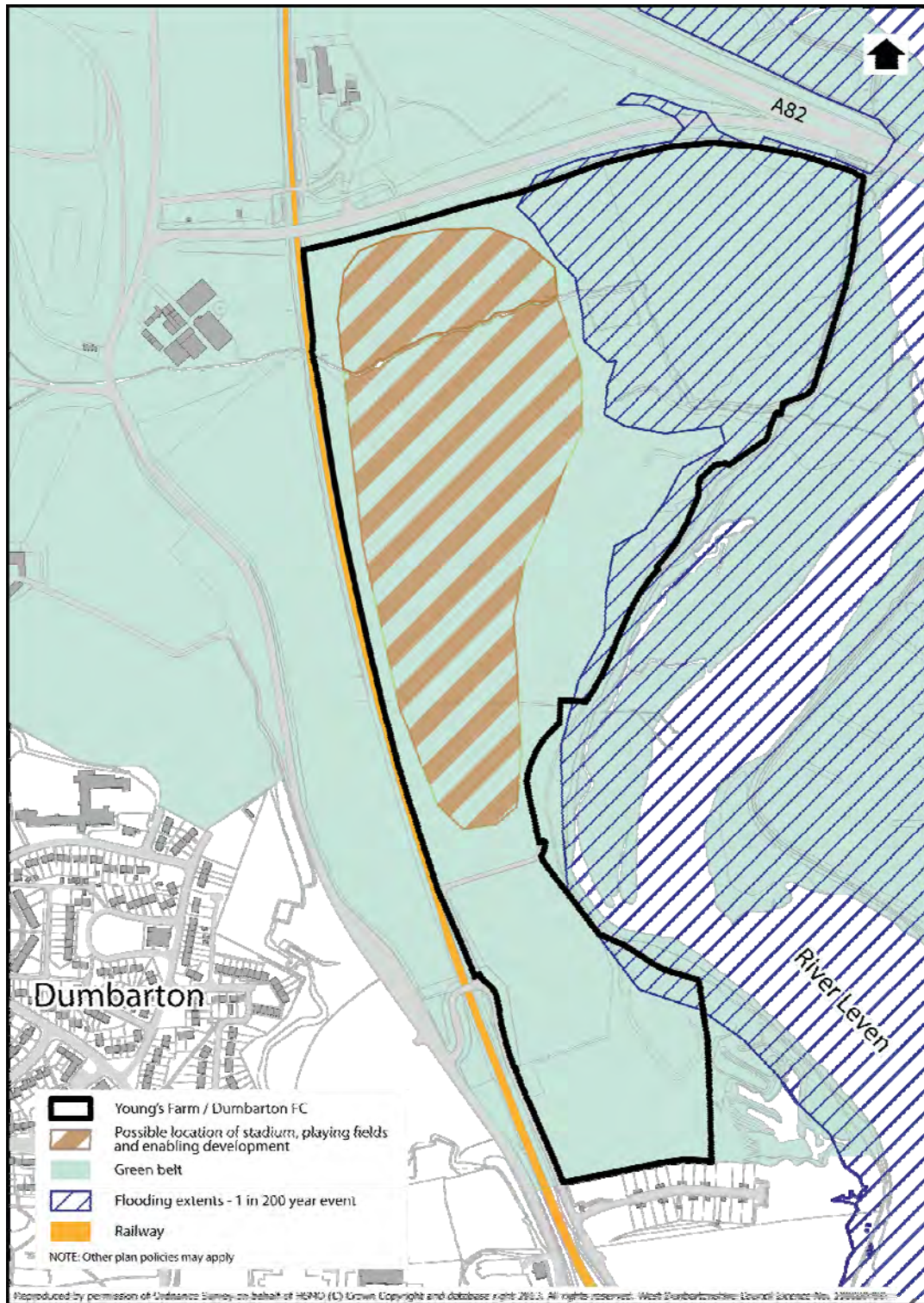
Another environmental consideration is landscape and visual impact - a new football stadium and associated development would be a significant change to the urban form of Dumbarton. Plans for the site should be based on minimising the intensity of built development. A preferred approach would be to integrate as many of the necessary facilities as possible within the stadium building. Development should be carefully integrated into an enhanced landscape setting.

The Club has indicated that enabling development will be required to support the financing of the stadium and increase the Club's non-football revenue base. The preference for containing built development in the stadium applies to the enabling development as well. Appropriate enabling development would include a hotel and events/conferencing facilities and sports related uses such as a gym and sports pitches, although the noise and light pollution impact of the latter would require careful assessment. Retail development would not be

supported unless ancillary to the operation of the football club. It would be a requirement that the football stadium is developed and operating prior to any enabling development operating.

Should the Club's investigation of the site demonstrate it to be viable for a new stadium, a masterplan should be developed prior to the submission of any planning application, showing all required development and taking account of the above considerations.

The Young's Farm site is in the green belt and that designation is not changed by this Plan. The only development that the Plan is supportive of being investigated on this site is that associated with a new stadium for Dumbarton FC.



Our Changing Places – The Green Network

Open and green spaces in West Dunbartonshire, such as parks, playing fields and woodlands are fundamental to what makes our area distinctive; to attracting visitors and investment; and to the wellbeing of our communities. Together these spaces form a green network within West Dunbartonshire and link to similar networks in other authority areas. West Dunbartonshire forms part of the Central Scotland Green Network, a National Development identified in the National Planning Framework.

Green networks serve a number of different functions and deliver a range of benefits. As connected habitats, active travel routes, and recreational and amenity spaces, green networks contribute to economic growth, placemaking, creating stronger and healthier communities, biodiversity, and climate change adaptation. Green networks which are multifunctional bring the greatest benefits. For example, open space areas of recreational value can be designed for surface water storage during storm events, provide habitat benefits through appropriate planting and a high-quality setting for new development.

This Plan's strategy for the green network is:

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

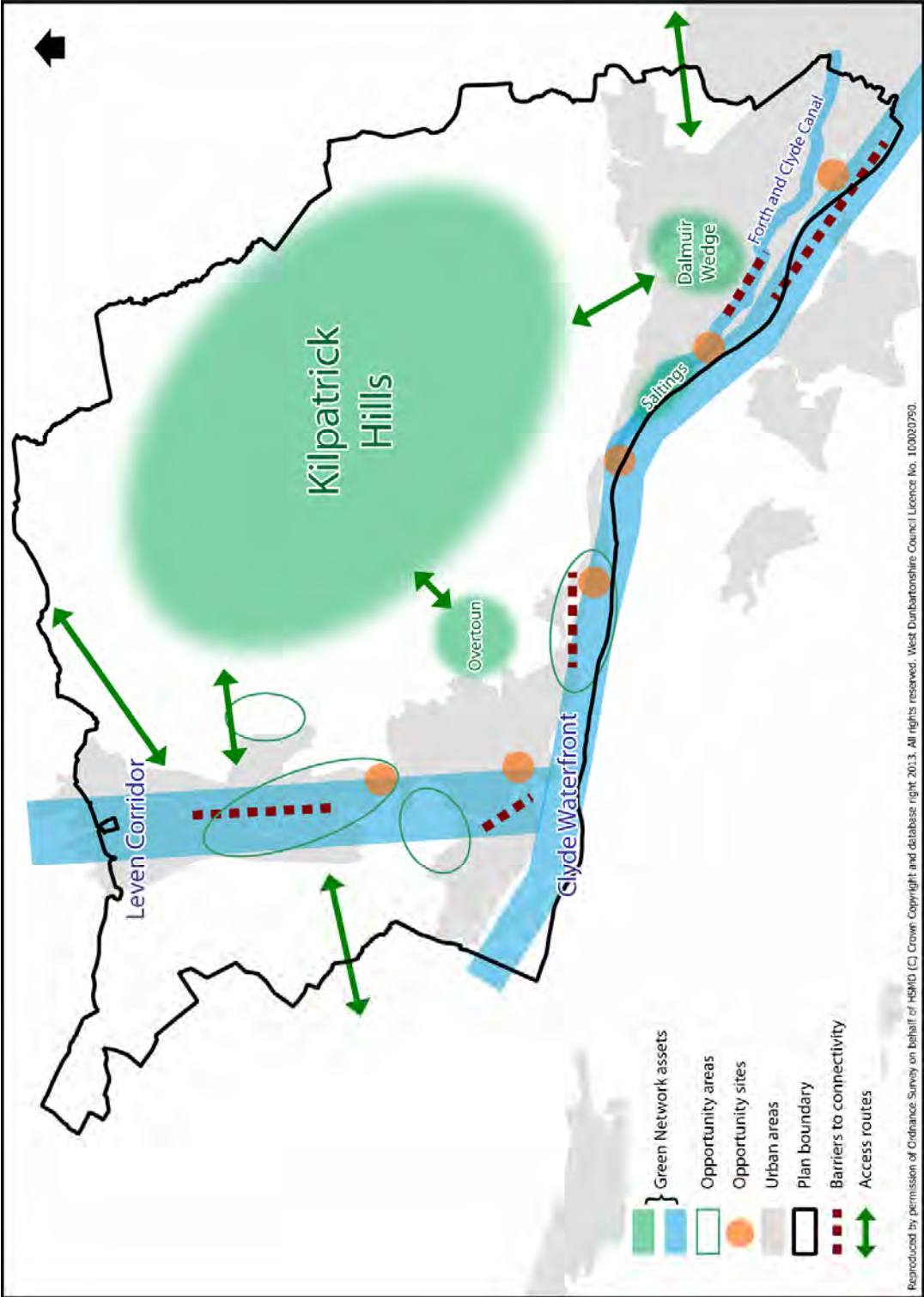
The Rivers Leven and Clyde form the spine of the green network in West Dunbartonshire. These river corridors and key green network locations such as the Dalmuir wedge, the Saltings and Overtoun are linked through the urban area, and to the Kilpatrick Hills and the Muirs to the west of the Vale of Leven, by way of paths, burns and habitat corridors including the Forth & Clyde Canal and the national cycle route.

The existing green network will be safeguarded from fragmentation. New development, particularly that identified in Our Changing Places, offers opportunities to enhance and expand the network. A number of opportunities have been identified in green network strategies prepared for the Clyde Waterfront, Strathleven Corridor, Vale of Leven Industrial Estate and Kilpatrick Hills and through Green Network Opportunities Mapping which identifies locations where development and the targeting of resources can deliver multiple benefits.

The Council expects that the green network will be integral to development proposals and that enhancements to the green network are considered from the outset of the design process, based on spatial analysis which goes beyond site boundaries.

Supplementary guidance will provide more detailed mapping of the green network; identify key locations and projects for its enhancement; and

establishes general principles for green network delivery across West Dunbartonshire.



Our Changing Places – Kilpatrick Hills

The rugged uplands of the Kilpatrick Hills rise above our settlements and provide a stunning backdrop to the urban areas of West Dunbartonshire, creating a unique sense of place. Expanding across the plan boundary into East Dunbartonshire and Stirlingshire, the Kilpatrick Hills have special landscape qualities and form an extensive habitat network. They are also an important resource for recreation, including walking and fishing.

This Plan's strategy for the Kilpatrick Hills is:

- to protect and enhance landscape character;
- to protect and enhance the integrated network of habitats and important geological features; and
- to improve access to the Hills.

The value of the Kilpatrick Hills landscape is recognised by its designation in this Plan as a Local Landscape Area. Despite their proximity to our settlements, parts of the Kilpatrick Hills have a strong sense of remoteness and wildness, particularly at their core. Open horizons offer panoramas and a unique diversity of views, including right across central Scotland and northwards to the National Park, from which 'borrowed' views increase the perceived scale of the landscape. The key landscape and visual characteristics of the Kilpatrick Hills are described in further detail in the Statement of Importance and Supplementary Guidance is to be produced to set a framework for the protection and enhancement of the area's special qualities.

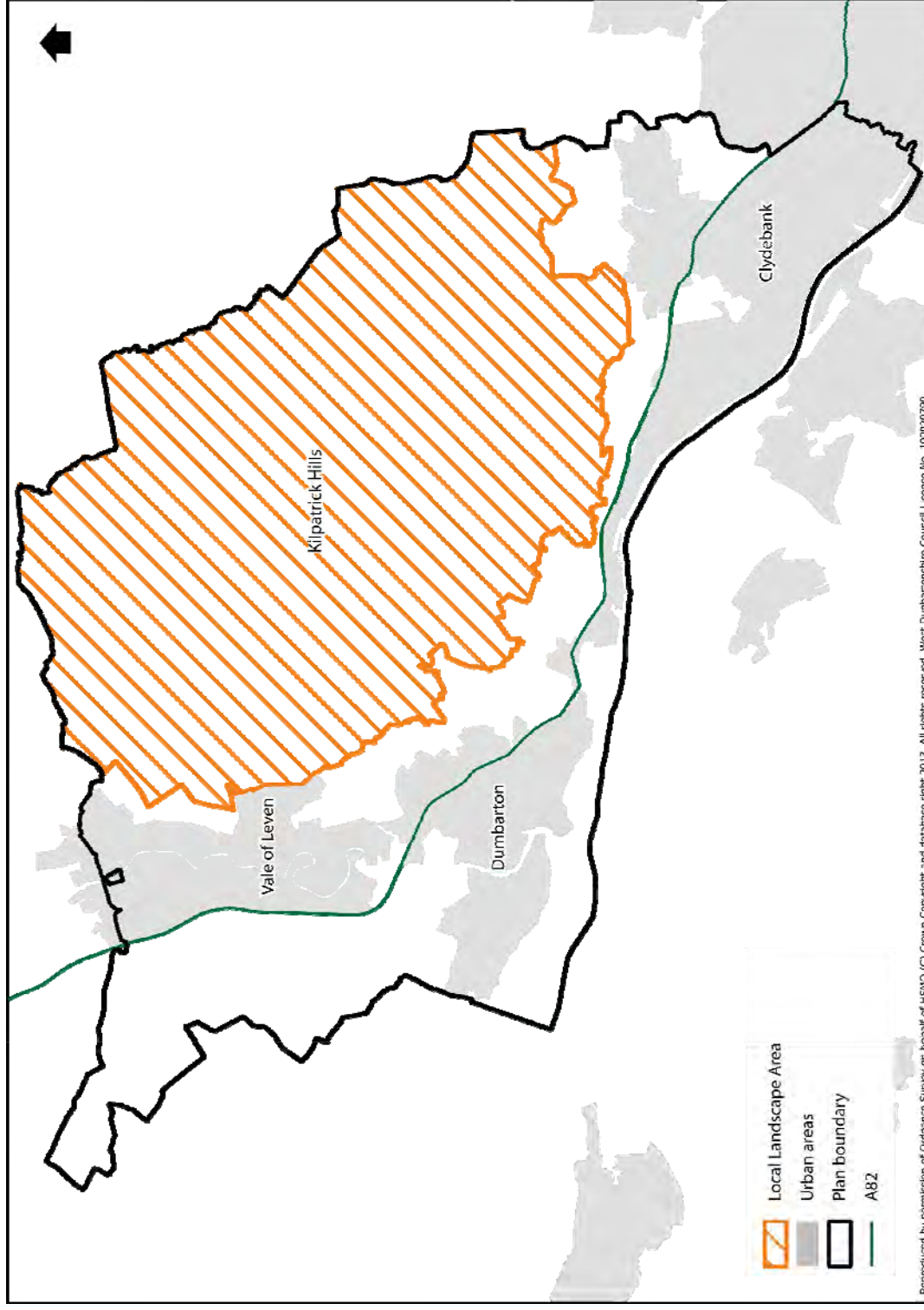
As well as the Kilpatrick Hills landscape value, the area features a network of nationally and locally important nature conservation sites. Five Sites of Special Scientific Interest (SSSI) are found within the Kilpatrick Hills. Much of the rest of the Kilpatrick Hills have been designated as Local Nature Conservation Sites. These provide the SSSIs with a robust framework of buffers and habitat connectivity which contribute to safeguarding their viability and recognise the wildlife value of the Kilpatrick Hills' open mosaic of habitats.

Large parts of the Kilpatrick Hills are in the ownership of the Forestry Commission and Woodland Trust. The Forestry Commission plans to restructure its long-established areas of productive forest at Auchentorlie, Knockupple, Merkins and Auchineden to provide woodland cover more appropriate to its setting, creating mixed age woodlands which better respect the topography of the Hills and transitions within the landcover. Some forestry areas, once felled, will return to bog or wet woodland. Other sites will see new native woodlands created. Cochno Hill and Gavinburn have been purchased by the Forestry Commission for this purpose and at Lang Craigs the Woodland Trust has involved the local community in creating a native woodland of over 250,000 trees.

The Kilpatrick Hills are connected to the wider green network by a number of core paths and burn corridors – key features which link the habitat network and enable residents and visitors to West Dunbartonshire to enjoy the

Kilpatrick Hills. Diagram X shows the relationship between the Kilpatrick Hills and the Green Network. The fringes of the Kilpatrick Hills are on the doorstep of our settlements and locations such as Overtoun and Edinbarnet are important gateways. The Green Network Study for the Kilpatrick Hills incorporates a strategy with six objectives relating to: access and recreation; habitats and landscapes; land management; communities and education; and climate change adaptation and mitigation. It is accompanied by an action plan. The Council will continue to work with its partners to implement the actions of the Kilpatrick Hills Green Network Study.

No landscape can be expected to remain unaltered and changes to forest and woodland cover, development and even climate change mean that the appearance of the Kilpatrick Hills will change over the lifetime of this development plan. The policies of this plan that seek to enhance the green network (see Enhancing Our Green Network) together with the Kilpatrick Hills Supplementary Guidance, set out the Council's position for managing change within the Kilpatrick Hills. Forest restructuring and the projects identified in the Green Network Study represent opportunities to enhance the environment of the Kilpatrick Hills and to promote their use and enjoyment. This Plan supports these opportunities.



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Developing Sustainably

Introduction

The location and design of development are major influences on moving towards a more sustainable future. The most sustainable locations for new development are normally within our existing urban area on previously developed land and close to the public transport network and existing infrastructure. Development can minimise the use of scarce resources, both in construction by using sustainable materials, and in operation by minimising the use of carbon-based energy and the creation of waste. Development can also be sustainable by being of a lasting and adaptable use and design, and by not impacting on the enjoyment or operation of adjacent land and buildings.

Energy production and climate change are amongst the most common issues associated with sustainable development, and they are both relevant to West Dunbartonshire. The area has wind and water resources which may be suitable for energy production. It is also an area affected by flooding which is predicted to increase in severity and frequency as a result of climate change. Planning has a role to play in encouraging renewable energy production and in reducing the risk of flooding.

This section sets a framework for addressing these issues.

Successful Places and Sustainable Design

All types of development can contribute towards a more sustainable future by creating or contributing towards successful places through their location, layout and design.

Policy DS1 sets out criteria to be considered when preparing and assessing development proposals. These relate to the six qualities of successful places. All development proposals will be assessed against the relevant criteria of this policy and it should be used as a guide to develop and improve proposals. Other policies of the Plan will also be relevant depending upon the location and type of development.

Policy DS1

All development will be expected to contribute towards creating successful places by having regard to the relevant criteria of the six qualities of a successful place:

Distinctiveness	Resource efficient
<ul style="list-style-type: none">✓ reflects local architecture and urban form, reinstating historic street patterns where appropriate;✓ fits within the local landscape or	<ul style="list-style-type: none">✓ reuses existing buildings and previously developed land;✓ minimises energy use and loss, including by taking advantage of

<p>streetscape, with regard to materials, design and layout;</p> <ul style="list-style-type: none"> ✓ contributes positively to our built heritage, aiding the interpretation of historic buildings, monuments and places; ✓ makes the most of important views; ✓ retains built or natural assets which make the local area distinct; ✓ creates quality open spaces, using native species in landscaping. 	<p>natural sunlight and shelter;</p> <ul style="list-style-type: none"> ✓ incorporates low or zero carbon energy-generating technologies (see Annexe 1 for detail); ✓ makes use of available sources of heat; ✓ uses building materials from local or sustainable sources ✓ higher density in town centres and areas with convenient access to good public transport services; ✓ provides space for the separation and collection of waste.
<p>Welcoming</p> <ul style="list-style-type: none"> ✓ creates an attractive gateway to the development or the local area; ✓ easy to find a way around, through simplicity of layout and/or signage; ✓ creates an attractive and active street frontage; ✓ accessible to all; ✓ creates landmarks and incorporates street art and street furniture. 	<p>Adaptable</p> <ul style="list-style-type: none"> ✓ in areas that are subject to change (e.g. town centres and industrial areas) new development is suitable for a range of uses; ✓ new housing is designed to be suitable for a mix of occupants; ✓ buildings or spaces likely to be become neglected or obsolete are avoided.
<p>Safe and Pleasant</p> <ul style="list-style-type: none"> ✓ avoids unacceptable impacts on adjoining uses, including noise, smell, vibration, dust, air quality, invasion of privacy and overshadowing; ✓ enables natural surveillance of public spaces and does not create spaces which are unsafe or likely to encourage or facilitate crime; ✓ distinguishes between private and public space; ✓ incorporates appropriate lighting. 	<p>Easy to move around and beyond</p> <ul style="list-style-type: none"> ✓ provide good path links within the development, to the wider path network and public transport nodes; ✓ place the movement of pedestrians and cyclists above motor vehicles;

Settlement Strategy

The most sustainable locations for new development are within our existing towns and villages (the urban area). Sites within the urban area are generally closer to the facilities that people need to travel to or closer to public transport services, so the need to travel by private car is reduced, lowering carbon emissions. Development within the urban area is predominantly on previously developed land. Generally, this produces less carbon than developing a greenfield site, and has the added benefit of bringing back into productive use

what can often be degraded or derelict land which has an adverse impact on the surrounding area.

West Dunbartonshire has a significant amount of vacant and derelict land. Whilst vacant sites can often detract from an area, they are also an opportunity. West Dunbartonshire's vacant and derelict land register records that there are 100 ha of land available for housing development and 90 ha available for commercial development such as shops, offices and factories. Other vacant sites have the potential to contribute towards the Green Network. Whilst some greenfield land is identified by this Plan to meet identified development requirements, additional greenfield development outwith the urban area, as well as being less sustainable, would reduce the focus on the regeneration of brownfield sites and the urban area as a whole.

The West Dunbartonshire green belt helps direct new development to the urban area. It provides a landscape setting for West Dunbartonshire's towns and villages, and opportunity for access to open space around them. This Plan, therefore, restricts development in the green belt so as to assist urban regeneration and maintain the attractiveness and character of the area. Some parts of rural West Dunbartonshire do not meet the purposes of green belt so are designated as countryside, and development is also restricted here. The Plan identifies some opportunities for development in the green belt, which either have the benefit of planning permission or are considered appropriate for the location identified. Development with a necessity to be located in the green belt or countryside may also be acceptable.

Policy DS2

Development outwith the urban area identified on the Proposals Map will be restricted to the opportunities identified by this Plan and the following uses:

- **development associated with agriculture, horticulture and forestry, including new houses justified as required to support these uses;**
- **leisure and tourism uses requiring, and appropriate for, a rural setting;**
- **extensions and outbuildings within the curtilage of existing buildings which are proportionate and appropriately designed in relation to the existing building;**
- **the appropriate re-use of existing buildings which it is desirable to retain for their local significance or historic or architectural character, subject to that character being retained; and**
- **infrastructure with a specific locational need.**

Development in the green belt or countryside must be suitably located, designed and landscaped to minimise impact on its setting and not undermine the purpose of the green belt at that location.

Accessibility

Private car journeys are a significant source of carbon emissions. Reducing the number of private car journeys is therefore an important means of reducing carbon emissions. Land use planning can contribute towards this by directing development to locations close to facilities such as schools and shops thus reducing the need to travel, and to locations with good access to public transport reducing the need to travel by private car.

There are other benefits of directing development to accessible locations. It makes them accessible to people who do not have access to a car; improves health and well-being by encouraging walking and cycling; and reduces congestion on our roads which has benefits for both the economy and air quality.

West Dunbartonshire is well-served by public transport, and it is considered reasonable that all significant travel generating uses should be located within 400 metres of bus stop or railway station which has an hourly service as a minimum.

Policy DS3

Significant travel generating uses are required to locate within 400 metres of the public transport network. All development should include measures to ensure the development is easily accessible by active travel or sustainable means of transport.

Air Quality

Air quality can be diminished by the outputs of industrial processes or a concentration of vehicle emissions. The planning system has a role to play in maintaining air quality. It can keep apart potential polluting sources (such as industrial processes) and sensitive receptors (such as houses and hospitals). It can also prevent development that would lead to traffic congestion and direct development to sustainable locations, thus reducing emissions from motor vehicles.

Continual monitoring of air quality in West Dunbartonshire since 1999 has not indicated a requirement for an Air Quality Management Area to be established.

Policy DS4

Development that would: exacerbate existing air quality problems, introduce new sources of air pollution that would impact on sensitive receptors, or introduce sensitive receptors close to areas with air quality problems, will not be permitted unless adequate mitigation measures are included with the proposals.

Renewable Energy

Increasing the proportion of energy we generate from renewable sources is a vital part of our response to climate change. Scotland's target is that by 2020 the equivalent of 100% of our demand for electricity will be met by renewable technologies such as wind, hydropower and energy from waste and biomass. West Dunbartonshire has resources which can be used to help meet this target. In addition to reducing carbon emissions, using renewable and waste resources to produce energy contributes to energy security and local economic growth.

Renewable energy developments can often prove controversial and raise a number of development management concerns. There can also be technical issues with regard to impact on aviation and broadcasting. It is important in establishing a framework of support for renewable energy developments that these matters are considered in assessing any proposals. More detailed considerations and direction will be set out in Supplementary Guidance on renewable energy and the Kilpatrick Hills.

Policy DS5

Renewable energy development will be supported where it:

- a) avoids significant adverse impact on the green network, particularly:**
 - the habitat network and geo-diversity
 - landscape character
 - forestry and woodland
 - the water environment
 - the path network
- b) avoids significant adverse impact on built heritage, particularly:**
 - the Antonine Wall
 - scheduled monuments and other archaeology
 - listed buildings
 - conservation areas
 - gardens and designed landscapes
- c) avoids adverse impact on aviation and defence interests;**
- d) avoids adverse impact on telecommunications and broadcasting interests**
- e) avoids adverse impact on communities and residential amenity;**
- f) for wind energy:**
 - is outwith the areas of significant protection identified in the relevant spatial frameworks;
 - avoids adverse impact on the specified interests in the areas of potential constraint identified in the relevant spatial framework;
 - avoids significant adverse impact on the setting of and views to and from the Loch Lomond and the Trossachs National Park and Loch Lomond National Scenic Area; and
- g) accords with Supplementary Guidance.**

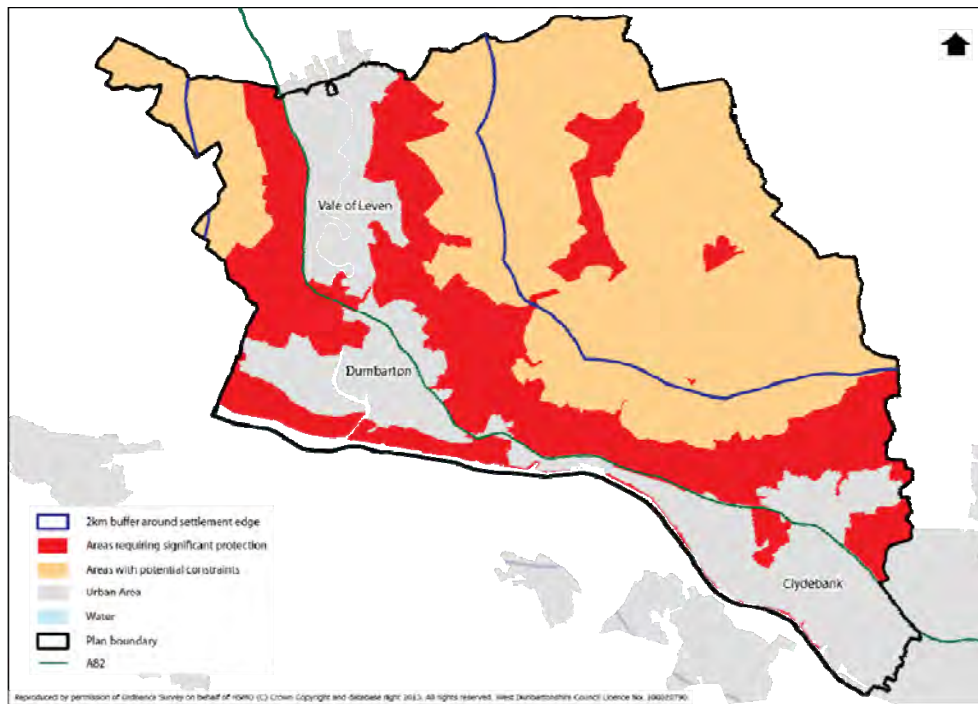
Where appropriate proposals will be required to be accompanied by an agreement to restore the site once electricity or heat generation has ended.

Spatial Framework for wind energy

Local Development Plans are required to establish a spatial framework for the assessment of wind energy developments. The framework for West Dunbartonshire is set out below, differentiating between large-scale windfarms generating over 20MW, and smaller-scale windfarms generating below this level.

Map 1 sets out a spatial framework for wind farms generating more than 20MW of energy in the plan area. The green belt and sites of national and international natural heritage value are identified as areas requiring significant protection. The Kilpatrick Hills Local Landscape Area, Local Nature Conservation Sites, the Antonine Wall and buffer zone and the Glasgow Airport wind farm consultation zone (which covers the Plan area in its entirety) are identified as areas of potential constraint. A 2km buffer around the edge of our towns and villages is identified as an area which should not include areas of search. This desktop exercise therefore identifies no areas of search for wind farms of this scale.

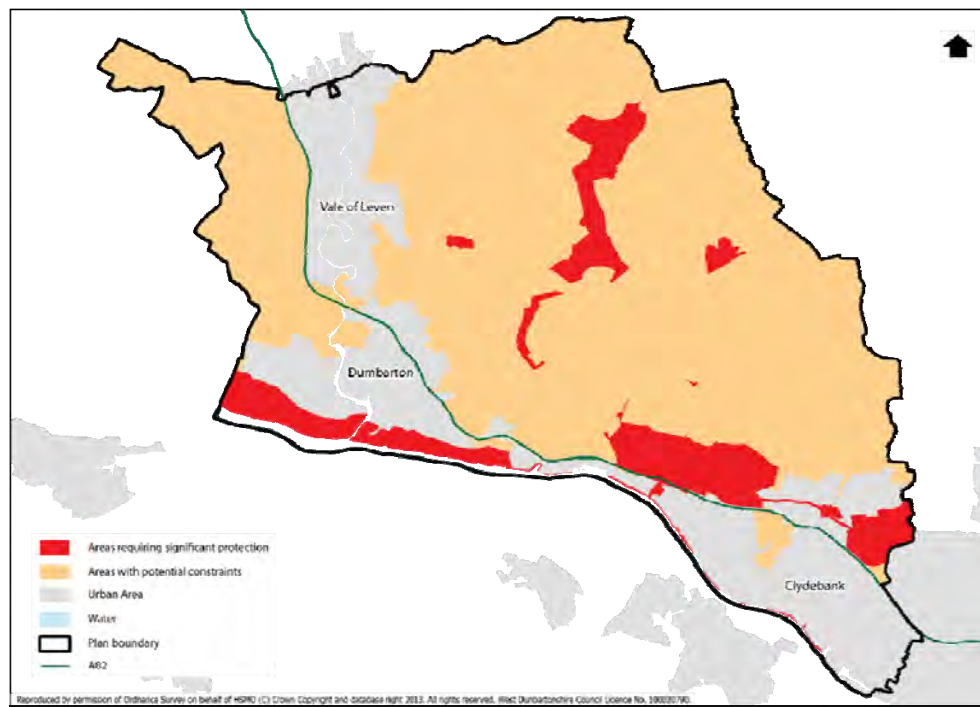
Map 1 – Spatial Framework for large-scale (>20MW) wind farms



Map 2 indicates the spatial framework for smaller-scale wind farms and single turbines. Windfarms generating less than 20MW and single turbines may be

appropriate within 2km of the urban edge and the green belt. The Inner Clyde Special Protection Area, all Sites of Special Scientific Interest and the Antonine Wall and buffer zone are identified as areas requiring significant protection. The Kilpatrick Hills Local landscape Area, Local Nature Conservation Sites and Glasgow Airport wind farm consultation zone are identified as areas with potential constraints. This desktop exercise therefore identifies no areas of search for wind farms of this scale.

Map 2 – Spatial Framework for small-scale wind farms and single turbines



Having no areas of search does not mean that wind farms or single turbines will not be acceptable in West Dunbartonshire. Rather, it means that careful assessment of proposals against Policy DS5 is required.

Renewable Heat

Renewable heat is the production of heat – rather than electricity - from renewable sources. It is important because a significant proportion of the energy consumed in Scotland is used to heat properties and water. Renewable heat can be provided by biomass fuels and geothermal systems. Another source of heat is 'waste' heat derived from industrial processes which produce surplus heat.

Heat mapping involves identifying sources of renewable or surplus heat and potential users of that heat such as schools, hospitals, and houses that aren't

on the gas grid. A heat network is the infrastructure used to distribute heat from the source to the demand.

Heat mapping and the potential for heat networks are issues that will be explored by the Council over the Plan period with Supplementary Guidance brought forward if necessary.

Flooding

It is anticipated that flooding events in West Dunbartonshire could become more frequent and extreme as sea levels rise and storm events occur more often.

Across Scotland a more planned approach to managing flood risk is emerging. A National Flood Risk Assessment was published in 2011 identifying much of West Dunbartonshire as being potentially vulnerable to flooding, from the Firth of Clyde (tidal flooding), the River Leven and burns such as the Gruggies and Knowle (fluvial flooding), and pluvial flooding (e.g. when heavy rainfall overwhelms the drainage infrastructure). West Dunbartonshire is part of the Lomond and Clyde area for which a flood management strategy will be prepared by 2014 and a flood management plan by 2015. The strategy will set out objectives and actions for tackling flood risk, and the plan will address the delivery of flood management schemes.

Many of the development sites identified by this Plan are at some risk of flooding. This does not mean that they should not be developed. Rather, an accurate assessment has to be made of the site's risk from flooding. This should take account of climate change projections. Flood risk management measures, appropriate drainage systems and careful design and use of materials can make development of sites at risk of flooding acceptable. In areas of medium to high risk of flooding or where drainage is reaching capacity a Flood Risk Assessment and/or Drainage Assessment will be required.

Flood risk can be reduced by methods other than hard engineering. Sustainable drainage schemes (SuDS) can be designed to enhance the natural environment, and wetlands and woodlands help to store and control the flow of water. All these approaches have complementary green network benefits. The Council is supportive of this approach to flood management and will produce Supplementary Guidance on this.

Policy DS6

Development will not be supported on the functional flood plain or, with regard to the Scottish Planning Policy Flood Risk Framework, where it would have a significant probability of being affected by flooding or increasing the probability of flooding elsewhere.

Where appropriate development should include SuDS and arrangements for long-term maintenance.

Flood management infrastructure identified by the Flood Risk Management Strategy and Plan will be supported where it avoids adverse impact on the green network, built heritage, residential amenity and the operation of businesses.

Contaminated land

West Dunbartonshire's industrial past has left a legacy of sites that have potentially been contaminated by their previous use.

Two sites in West Dunbartonshire have been designated as contaminated under the Environmental Protection Act 1990. These are Carless, Old Kilpatrick and adjacent to the Kilbowie Roundabout in Clydebank (the park and ride site). However, many other sites are suspected to be contaminated.

Policy DS 7

Development proposals on sites which are potentially contaminated will require to be accompanied by a report establishing the nature of contamination on the site. Where contamination is present, remediation will be required to ensure the site can be made suitable for its future use.

Soil

Soil, including peatlands, is an important resource and it is increasingly recognised that the planning system has a role to play in protecting it. Although, taken for granted soil contributes significantly to our enjoyment of the environment. It has obvious functions such as being the basis for food production and underlying many of the areas where we take recreation such as our gardens, parks and the countryside. Less obviously, it purifies and stores water, stores carbon and provides habitats.

Many of the policies of this Plan already seek to protect the soil resource by protecting open space, encouraging SuDS, encouraging the remediation of previously used land and avoiding flooding. In addition, all development should seek to make sustainable use of soils and development proposals that would affect peat and carbon rich soils should include measures to minimise soil disturbance.

Growing our Economy

Introduction

West Dunbartonshire has a mixed economy. The traditional dominance of engineering and manufacturing within the area has given way to an economy which is much more diverse.

The area has a number of major employers, including international companies such as Aggreko, National Australia Group and Pernod Ricard. There are also many smaller companies operating both locally and internationally. The public sector is also a major employer, with the Council, the NHS and government agencies providing employment within the area. As the public sector continues to reform, the Council recognises the importance of the private sector to the economy of West Dunbartonshire, particularly by encouraging and sustaining new businesses.

Employment locations are diverse ranging from traditional industrial estates such as Vale of Leven and Lomond to business parks such as Clydebank, from modern office pavilions to workshop units. Our town centres are also significant employment locations for the retail and service sectors.

Improving economic growth and employability is a priority of the Council and ensuring a sufficient and flexible supply of land to enable this is an important aspect of this Plan.

Strategic Economic Investment Locations

Strategic Economic Investment Locations (SEILs) have been identified by the Strategic Development Plan based on their quality, accessibility, marketability and ability to support key economic sectors. Two SEILs have been identified in West Dunbartonshire, at Lomondgate and Clydebank Riverside.

The Lomondgate SEIL includes the BBC's Dumbarton Studios, the Lomondgate Business Park (proposed) and roadside services area, Aggreko and the Vale of Leven Industrial Estate. This SEIL is considered to offer investment opportunities for the key sectors of business and financial services, creative and digital industries and tourism.

The Clydebank Riverside SEIL encompasses the entire waterfront from Rothesay Dock in the east to Carless in the west. This SEIL is considered to offer investment opportunities for the business and financial services and life science sectors.

West Dunbartonshire's SEILs cover large, mixed areas, and uses within them will not be restricted to the key sectors referred to above. The detailed strategies for the future development of the areas covered by the SEIL designation are set out in the Changing Places section.

Opportunities for New and Expanding Businesses

Maintaining a generous and varied supply of land for industry and business development which is both well located and readily available for development can help West Dunbartonshire attract new businesses to the area, retain existing businesses looking for alternative accommodation and encourage business start-ups.

Schedule 1 sets out the opportunities identified for business and industrial uses across the Plan area. The majority of these are considered marketable and capable of being developed over the Plan period. Some of the sites are specifically reserved to enable the growth of existing businesses and because of this are not categorised as marketable.

The Council considers that the Changing Places of Queens Quay, Carless and Esso Bowling offer longer-term opportunities for business and industrial development and expects land to be specifically identified for these uses in the masterplans to be prepared for these areas.

Policy GE1

The sites listed in Schedule 1 are reserved for business, industrial, or storage and distribution uses as identified in the Schedule. Proposals for alternative uses will be assessed against the criteria of Policy GE2.

Schedule 1: Business and industry opportunities

Site	Area	Use Class	Comment
Marketable			
GE1(1) Vale of Leven Industrial Estate	1.09	4/5/6	Part of Lomondgate & Vale of Leven IE SEIL
GE1(2) Vale of Leven Industrial Estate	4.2	4/5/6	Part of Lomondgate & Vale of Leven IE SEIL
GE1(3) Vale of Leven Industrial Estate	7.25	4/5	Part of Lomondgate & Vale of Leven IE SEIL
GE1(4) Vale of Leven Industrial Estate	0.63	4/5/6	Part of Lomondgate & Vale of Leven IE SEIL
GE1(5) Vale of Leven Industrial Estate	1.74	4/5/6	Part of Lomondgate & Vale of Leven IE SEIL
GE1(6) Lomondgate	8.66	4/5	Part of Lomondgate & Vale of Leven IE SEIL
GE1(7) Dennyston Forge, Dumbarton	3.6	4/5	
GE1(8) Clydebank Business	0.58	4/5	

Park*			
GE1(9) Clydebank Industrial Estate*	0.74	5/6	Part of Clydebank Riverside SEIL
GE1(10) Cable Depot Road, Clydebank	0.62	4/5	Part of Clydebank Riverside SEIL
GE1(11) Clyde Gate, Clydebank	1.05	4/5	Part of Clydebank Riverside SEIL
GE1(12) John Knox Street, Clydebank	1.62	4/5	
GE1(13) Rothesay Dock, Clydebank	4.44	5/6	Part of Clydebank Riverside SEIL
	36.22		
Reserved			
GE1(14) Main Street, Jamestown	1.93	5/6	Reserved for sawmill expansion
GE1(15) North Kilmalid	5.97	4/5/6	Part of Lomondgate and Vale of Leven IE SEIL. Reserved for expansion of Chivas bottling plant.
Other			
GE1(16) Lomond Industrial Estate, Alexandria	1.97	4/5	
GE1(17) Birch Road, Broadmeadow Industrial Estate, Dumbarton	0.25	4/5	
GE1(18) Bankend Road, Broadmeadow Industrial Estate, Dumbarton	0.63	4/5/6	
Longer Term Opportunities			
GE1(19) Esso Bowling			See Changing Places.
GE1(20) Carless, Old Kilpatrick			Part of Clydebank Riverside SEIL. See Changing Places.
GE1(21) Queens Quay, Clydebank			Part of Clydebank Riverside SEIL. See Changing Places.

* Development at Cable Depot Road and Clydebank Industrial Estate must not have an adverse effect on redshank, which are the qualifying interest of the Inner Clyde Special Protection Area, in terms of disturbance or pollution. Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal (HRA). Pre-application discussion with SNH regarding preparation of the appraisal is strongly recommended. A range of mitigation measures potentially required are identified in the HRA of this Plan.

Existing business and industrial areas

West Dunbartonshire's established industrial and business areas are generally well occupied, with a turnover in the occupancy of existing premises that provides opportunities for business start-ups and relocations. Our existing business and industrial areas are therefore important locations for economic activity and growth.

However, the condition of our industrial areas varies. Some would benefit from investment in the appearance of both premises and the wider environs. Others have poor signage and car parking arrangements or confusing layouts. High occupancy does not suggest any failing estates for which alternative uses should be sought, but some would benefit from physical improvements and better management. The Council's role in this is limited as many industrial areas are in mixed or private ownership, but it is willing to work with business and premise owners to see what improvements are possible.

The Council often receives proposals and applications for uses such as cafes, shops, nurseries and sport and fitness facilities in business and industrial areas. Often these uses can be viewed as ancillary; there to provide services to workers and visitors to businesses. It can also be the case that the premises available in business and industrial areas can match the specific requirements of a non-business/industrial use in terms of size or cost. Whilst such uses can also benefit the economy, the Council also has to consider that the balance of uses within business and industrial areas is correct, that the operations of existing businesses are not affected and that the supply of land and premises for business and industrial uses is not unduly reduced by such changes.

Policy GE2

Development of Use Class 4, 5 and 6 uses will be supported within the existing business and industrial areas identified on the Proposals Map. Proposals for alternative uses will be assessed with regard to:

- a) the impact on the operations of existing uses in the area;**
- b) the impact on the suitability of the area for future industrial and business investment;**
- c) the impact on the availability of land and buildings for business, industry or storage and distribution uses;**
- d) the cumulative impact of non Use Class 4, 5 & 6 uses with regard to the above considerations;**
- e) the availability of other locations for the proposed use; and**
- f) the positive contribution the proposed use can make to the area.**

Roadside Services

In West Dunbartonshire there are clusters of roadside services providing facilities such as petrol stations, shops, cafes, restaurants and hotels. The largest of these are located at Milton and Lomondgate. These provide

convenient facilities for people visiting and passing through West Dunbartonshire and contribute to the local economy. The provision of such facilities in clusters maximises convenience and minimises impact on traffic flow. Any retail uses at roadside service locations should be predominantly for the purpose of passing trade rather than to serve the resident population of West Dunbartonshire.

Policy GE3

Appropriate development which will enhance roadside facilities at Milton and Lomondgate will be supported where it does not significantly impact on trade within town centres.

Tourism

Tourism is recognised by the Council's Economic Development Strategy as a key economic sector for West Dunbartonshire. This reflects the proximity of Loch Lomond and the National Park and other visitor attractions such as Dumbarton Castle.

Tourism facilities include accommodation, ranging from B&Bs to hotels, infrastructure such as new car parks or paths, and attractions. The Council has adopted a recommendation of its Strategic Advisory Board to investigate the delivery of a new major visitor attraction in the area as a means of growing this key sector of the economy, details of which will emerge over this Plan period.

Tourism facilities are generally supported by this Plan. They should be appropriately located and designed so as not to impact on residents and existing businesses, or the environment which attracts visitors to West Dunbartonshire.

Policy GE4

New tourist accommodation, attractions and supporting infrastructure will be supported in appropriate locations which avoid adverse impact to the green network and built heritage.

Glasgow Airport

Glasgow Airport is a major economic driver for Scotland, and particularly west central Scotland. The airport provides jobs directly to approximately 180 people in West Dunbartonshire and supports a number of West Dunbartonshire based jobs indirectly. It offers further support to West Dunbartonshire's economy by linking local businesses to wider economic markets and bringing visitors to the area.

There are areas of West Dunbartonshire which are under the flight path of Glasgow Airport and are therefore affected by aircraft noise. Noise sensitive uses such as housing, hospitals, educational establishments, offices, places

of worship and nursing homes may not be suitable or may require mitigation measures in these areas. In addition, much of West Dunbartonshire is within the safeguarding zone of Glasgow Airport where there are restrictions on the height of buildings and lighting, and uses that would attract birds or interfere with navigation. BAA Glasgow will be consulted in respect of applications that may affect the airport's operations.

Policy GE5

Development that would adversely impact on the operations of Glasgow Airport or would be adversely affected by aircraft noise will not be permitted.

Building Our Communities

Introduction

West Dunbartonshire is home to approximately 91,000 people living in around 41,500 households. Like many areas of Scotland, West Dunbartonshire has seen a continual fall in its population over the last three decades from a peak of 106,000 in 1981. Natural change and more people moving out of the area than moving in are the reasons for this decline, but there are factors behind this such as people moving for better employment prospects and lifestyle and housing choice.

This Plan seeks to address the issue of housing choice in two ways. Firstly, by ensuring that enough land is available to meet the predicted need and demand for new homes in West Dunbartonshire, and secondly by protecting and improving the attractiveness of our already established communities.

Meeting Housing Requirements

The Glasgow and the Clyde Valley Housing Need and Demand Assessment (HNDA), prepared for the Strategic Development Plan and confirmed as robust and credible by the Scottish Government in June 2011, sets out the evidence base for housing requirements in West Dunbartonshire for the period to 2025. This indicates that in order to meet demand 4,000 private homes should be built in West Dunbartonshire between 2009 and 2025. The HNDA also concludes that there is no net shortfall of affordable housing in West Dunbartonshire expected in the period to 2025. The Strategic Development Plan therefore sets out an indicative all-tenure housing requirement for West Dunbartonshire of 4,000 new homes between 2009 and 2025.

Taking the above into consideration, the Local Housing Strategy has set housing supply targets for West Dunbartonshire. The private target reflects the SDP requirement in full at 250 new homes each year. This is considered ambitious in the current climate but achievable as an average over the Plan period. Furthermore, the Council has decided that the affordable housing target should not be zero but 70 new homes each year. This reflects the determination of the Council to continue to increase the quality and suitability of the affordable housing stock and is considered achievable taking into consideration past completions, current land supply and anticipated levels of funding. It reflects the priorities of the Strategic Housing Investment Plan and the Strategic Local Programme. The all tenure housing supply target in the Local Housing Strategy is therefore 320 new homes each year. This Plan aims to provide sufficient developable and effective land to allow this ambitious target to be met.

Table 1 specifies the housing requirements and land capacity for West Dunbartonshire for both private and affordable housing for the period 2009-2020. Table 2 sets out the same information for the period 2020- 2025.

Table 1: LDP Housing Requirements 2009-2020

		Private	Affordable	All tenures
	<u>HOUSING SUPPLY TARGET</u>			
A	SDP Requirement 2009-2020	250 pa	0 pa	250 pa
B	LHS Housing Supply Target 2009-2020	250 pa	70 pa	320 pa
C (=B*11)	LDP Housing Supply Target 2009-2020	2,750	770	3,520
	<u>LAND SUPPLY (2012 based estimate)</u>			
D	Completions 2009-2012	356	333	689
E	Effective Supply 2012-2019 (see Schedules 1 & 2)	1,769	720	2,489
F	Urban Capacity Study 2019-2020 (see Schedules 1 & 2)	262	47	309
G	Supply of land for housing 2009-2020	2,387	1,100	3,487
H (=G-C)	Comparison of land supply estimate (at 2012) for 2009-2020 with Housing Supply Target for 2009-2020	-363	330	-33
I	Additional allocations in LDP for 2012-2020	380	40	420
J (=G+I)	Total Supply 2009-2020	2,767	1,140	3,907
K (=J-C)	Generosity of land supply	17	370	387

Table 2: LDP Housing Requirements 2020-2025

		Private	Affordable	All tenures
	<u>HOUSING SUPPLY TARGET</u>			
A	SDP Requirement 2020-2025	250 pa	0	250 pa
B	LHS Housing Supply Target 2020-2025	250 pa	70 pa	320 pa
C (=B*5)	LDP Housing Supply Target 2020-2025	1,250	350	1,600
	<u>LAND SUPPLY (2012-based estimate)</u>			
D	Urban Capacity Study 2020-2025 (see Schedules 1 & 2)	1,310	235	1,545
E (=D)	Supply of land for housing 2020-2025	1,310	235	1,545
F (=E-C)	Comparison of land supply estimate (at 2012) for 2020-2025 with Housing Supply Target for 2020-2025	+60	-115	-55
G	Additional allocations in LDP for 2020-25	435	60	495
H (=E+G)	Total Supply 2020-2025	1,745	295	2,040
I (=H-C)	Generosity of land supply	+495	-55	+440

For private housing, completions between 2009 and 2012 have already contributed towards the 2009-2020 requirement, although these have been significantly below the 250 per annum target. Predicted housing completions from 2012 onwards based on land currently allocated for housing, as set out in Schedules 2 & 3 are lower than those used as a base in the Strategic Development Plan when a quicker and stronger revival in the housing market was expected. A comparison of actual and predicted completions with the private housing requirement to 2020 shows that there is a need for this Plan to bring forward additional sites that are likely to be developed in this period. These are set out in Schedule 4. In the 2020-2025 period, it is anticipated that there will be a small surplus of supply over demand in the private sector. This is based on the assumption that the market will be strong enough at this time to develop sites which are currently non-effective due to market conditions. New sites have been allocated for anticipated development in the 2020-2025

in order to continue to provide choice and generosity in the land supply in this period.

In terms of affordable housing, Table 1 shows that completions in the 2009-2012 period were 50% more than the annual target. Predicted completions for the 2012-2020 period indicate a continuing higher level compared to required completions. This position is reversed in the 2020-2025 period, as sites for affordable homes are not often identified so far in advance as those for private housing, but this will be addressed by any surplus from the period to 2020 being carried forward, and the continuing identification of supply, for example as a result of the programme of demolitions within the housing regeneration areas. This Plan also identifies two additional sites for affordable housing to increase choice.

Table 1 shows that for the 2009-2020 period a supply of land for approximately 3,900 dwellings is available compared to an all tenure requirement of approximately 3,500 units. Table 2 shows that for the 2020-2025 period this Plan offers a supply of land for approximately 2,000 dwellings compared to an all-tenure requirement of 1,600 units. The supply includes an additional 900 units identified by this Plan. It is anticipated that the supply will also be supplemented by housing development on sites not identified by this Plan (windfall sites). Overall it is concluded that the Plan, by releasing additional sites for housing development, offers a generous supply of land for housing when compared to the all-tenure requirement for both periods 2009-2020 and 2020-2025.

In December 2011 the Council established a Strategic Advisory Board to challenge current thinking about West Dunbartonshire, with the objective of developing a long-term strategic approach to achieve a better economic future for West Dunbartonshire. One of the key projects recommended by the Strategic Advisory Board which has been adopted by the Council is the development of 5,000 houses in West Dunbartonshire between 2012 and 2022. Whilst this exceeds the Strategic Development Plan requirement, there is sufficient land identified for progress to be made towards this target in this Plan period, whilst a Plan review in 2019 would be able to monitor progress and address any additional requirements needed to meet it.

Policy BC1

The sites in Schedules 2- 4 are reserved for housing development. Development of housing on these sites will be supported subject to compliance with the Residential Development: Principles for Good Design Supplementary Guidance.

The tenure split proposed in Schedules 2-4 is indicative. However, as there are specific targets to be met for each housing tenure, justification will be required if a developer proposes to develop any housing site for a different housing tenure than that indicated in this Plan. This will be acceptable where there is no significant overall impact on the meeting of tenure-specific targets.

The site capacities shown in Schedules 2-4 are also indicative, being based upon previous planning permissions or densities of nearby developments.

Schedule 2: Opportunities for Private Housing

Ref	Address	Location	Indicative Capacity	2012-2019	2019-2025
	Remainder on sites under construction		558	558	0
BC1(1)	Heather Avenue	Alexandria	144	20	124
BC1(2)	Wilson Street	Alexandria	20	0	20
BC1(3)	Bonhill Quarry	Bonhill	139	0	139
BC1(4)	311 Main Street	Bonhill	12	12	0
BC1(5)	34 Burn Street	Bonhill	12	0	12
BC1(6)	Levenbank Terrace	Jamestown	75	0	75
BC1(7)	Jamestown IE	Jamestown	60	0	60
BC1(8)	Napierstone Farm,	Jamestown	8	4	4
BC1(9)	Dalghurn	Renton	100	100	0
BC1(10)	Notre Dame Convent	Dumbarton	90	90	0
BC1(11)	Lomondgate Ph 2	Dumbarton	110	110	0
BC1(12)	Castle Street West/East	Dumbarton	403	0	153
BC1(13)	Mary Fisher Crescent	Dumbarton	49	49	0
BC1(14)	Dumbarton FC	Dumbarton	37	0	37
BC1(15)	Garshake Waterworks,	Dumbarton	4	2	2
BC1(16)	Pinetrees	Dumbarton	16	0	16
BC1(17)	Shed 7 Castle Road	Dumbarton	237	125	112
BC1(18)	Castlegreen Street*	Dumbarton	90	60	30
BC1(19)	Cottage Hospital	Dumbarton	10	0	10
BC1(20)	Crosslet House	Dumbarton	40	40	0
BC1(21)	Milton Brae	Milton	15	0	15
BC1(22)	Lusset Glen	Old Kilpatrick	4	2	2
BC1(23)	Carless	Old Kilpatrick	400	0	150
BC1(24)	Carleith	Duntocher	6	3	3
BC1(25)	William Street	Duntocher	12	0	12
BC1(26)	Old Mill Garage	Hardgate	25	25	0
BC1(27)	Hardgate Hall	Hardgate	8	4	4
BC1(28)	Thor Ceramics	Clydebank	92	92	0
BC1(29)	Clydebank College	Clydebank	123	123	0
BC1(30)	North Douglas Street	Clydebank	12	0	12
BC1(31)	Graham Avenue	Clydebank	45	0	45
BC1(32)	John Knox Street	Clydebank	30	0	30
BC1(33)	834 Dumbarton Rd	Clydebank	14	0	14
BC1(34)	Queens Quay	Clydebank	968	160	300
BC1(35)	Former Transfer Station	Clydebank	10	0	10

BC1(36)	Cable Depot Road	Clydebank	280	60	180
BC1(37)	St Andrews HS	Clydebank	50	50	0
BC1(38)	Braidfield HS	Clydebank	50	50	0
BC1(39)	St Eunans PS	Clydebank	30	30	0
	TOTAL			1,769	1,571

* Development at Castlegreen Street must not have an adverse effect on redshank, which are the qualifying interest of the Inner Clyde Special Protection Area in terms of disturbance or pollution.

Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal (HRA). Pre-application discussion with SNH regarding preparation of the appraisal is strongly recommended. A range of mitigation measures potentially required are identified in the HRA of this Plan.

Schedule 3: Opportunities for Affordable Housing

Ref	Address	Location	Indicative Capacity	2012-2019	2019-2025
	Remainder on sites under construction		85	85	0
BC1(40)	Miller Road	Haldane	15	15	0
BC1(41)	Kippen Dairy	Alexandria	40	40	0
BC1(42)	Leven Cottage	Alexandria	10	10	0
BC1(43)	Susannah Street	Alexandria	6	6	0
BC1(44)	Mitchell Way	Alexandria	30	30	0
BC1(45)	Golfhill Drive	Bonhill	7	7	0
BC1(46)	Bonhill PS	Bonhill	30	30	0
BC1(47)	Croft St/Raglan St	Bonhill	15	0	15
BC1(48)	Dalqhurn	Renton	49	49	0
BC1(49)	Village Square	Renton	13	0	13
BC1(50)	John Street Depot	Renton	12	0	12
BC1(51)	Valeview Terrace	Bellsmyre	36	0	36
BC1(52)	Auchenreoch Ave	Bellsmyre	25	25	0
BC1(53)	Pennicroft Avenue	Bellsmyre	6	6	0
BC1(54)	Muir Road	Bellsmyre	10	0	10
BC2(2)	Lomondgate Area 4	Dumbarton	32	32	0
BC1(55)	Castle St. East/West	Dumbarton	91	91	0
BC1(56)	Dalreoch Quarry North	Dumbarton	60	0	60
BC1(57)	Hill Street	Dumbarton	30	30	0
BC1(58)	Townend Road	Dumbarton	14	0	14
BC1(59)	Auld Street	Dalmuir	16	16	0
BC1(60)	Beardmore Place East	Dalmuir	37	0	37
BC1(61)	Boquhanran Road	Dalmuir	34	0	34

BC1(62)	Caledonia Street	Dalmuir	40	0	40
BC1(63)	Queens Quay	Clydebank	120	60	0
BC1(64)	St Andrews HS	Clydebank	50	50	0
BC1(65)	Braidfield HS	Clydebank	50	50	0
BC1(66)	St Eunans PS	Clydebank	30	30	0
BC1(67)	Granville Street	Clydebank	33	33	0
BC1(68)	354 Dumbarton Road	Clydebank	10	0	10
BC1(69)	Salisbury Place	Clydebank	25	25	0
	TOTAL			720	281

The source for Schedules 2 & 3 is the 2012 Housing Land Audit. Where a site appears in both schedules, it reflects an assumption that both private and affordable housing will be provided on the site. The total capacity of the site is therefore the sum of both private and affordable capacities.

New Land for Housing

The Council recognises the need to provide generosity and flexibility in the housing land supply, and particularly the need to allocate sites which are capable of becoming effective in the short term. To address this, the Council has identified additional land for housing, including land that is likely to be developed in the period to 2020 – see Schedule 4. These include potential opportunities identified in Issues 17 and 30 of the Main Issues Report and sites that have been granted planning permission since the 2012 housing land audit was completed. Whilst some greenfield sites have been released in this Plan, the long term emphasis will remain on the regeneration and redevelopment of the brownfield housing land supply in West Dunbartonshire. Table 3 sets out requirements associated with the development of some of these sites for housing.

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

Ref	Address	Location	Indicative Tenure	Status	Indicative Capacity	2012-2020	2020-2025
BC1(70)	101 Wilson Street	Alexandria	Private	New consent	4	4	0
BC1(71)	Stirling Road	Bonhill	Private	Release site	113	113	0
BC1(72)	Lomondgate Area 5	Dumbarton	Private	Release site	55	55	0
BC1(73)	Garshake Road	Dumbarton	Private	Release site	100	0	100
BC1(74)	Sandpoint Marina	Dumbarton	Private	Release site	100	50	50
BC1(75)	Islay Kerr House	Dumbarton	Private	New consent	9	9	0
BC1(76)	Bowling Basin	Bowling	Private	WDLP GD2 site	90	45	45
BC1(77)	Bowling Church	Bowling	Private	New consent	4	4	0
BC1(78)	Duntiglennan Fields	Duntocher	Private	Release site	100	100	0

BC1(79)	Rosebery Place	Clydebank	Private	Release site	120	0	120
BC1(80)	Stanford Street	Clydebank	Private	Release site	120	0	120
	TOTAL PRIVATE				815	380	435
BC1(81)	Aitkenbar PS	Bellsmyre	Affordable	WDLP GD2 site	60	0	60
BC1(82)	Rothsay Dock	Clydebank	Affordable	Release site	40	40	0
	TOTAL AFFORDABLE				100	40	60
	TOTAL				915	420	495

WDLP GD2 sites – these sites were identified for mixed use general development in the West Dunbartonshire Local Plan. They are now specifically identified for housing development.

Table 3: Requirements associated with new land releases for housing development

Site	Development Requirements
Stirling Road, Bonhill	Provision of 10 houses for rent by Council/RSL Structural planting to provide strong green belt boundary Development to front onto A813. Footpath provision along length of site on A813. New/improved facilities for Loch Lomond Rugby Club
Lomondgate Area 5, Dumbarton	Structural planting to ensure screening from A82 and to provide strong green belt boundary. Habitat improvement and management on non-developable area. Requirement to ensure bus service for Lomondgate development. Walking/cycling routes to maximise connectivity.
Sandpoint Marina, Dumbarton	Design statement required reflecting proximity to Dumbarton Castle and waterfront. Contribution to pedestrian bridge over River Leven. Continual waterfront path around site. Habitats Regulations Appraisal to demonstrate no adverse impact on integrity of Natura 2000 sites.
Bowling Basin	Integrated green infrastructure approach to masterplanning the site. Canalside housing to be sympathetic to setting. Woodland housing to protect and enhance woodland habitat. Secondary emergency vehicular access possibly required. HRA to demonstrate no adverse impact on integrity of Natura 2000 site.
Duntiglenan Fields,	Structural planting to strengthen green belt

Clydebank	boundary. Restrict development to areas that would have less impact on landscape. Retention, where viable, of existing trees, and stone walls. Vehicular access from Farm Road. Secondary/emergency vehicular access possibly required. Provision of direct pedestrian access to Craigielea Road.
Rosebery Place, Clydebank	Design statement required reflecting proximity to the Forth and Clyde Canal.

Affordable Housing

The Council has considered the matter of whether it should introduce an affordable housing quota policy, seeking a contribution from private developers towards meeting affordable housing needs. However, the HNDA has not provided evidence of an overall affordable housing need in West Dunbartonshire, and it is considered that local needs can be met through the housing supply target of 70 units per year, which has previously been met without the need for an affordable housing policy. Furthermore, the private house-building sector is still in recovery and a quota policy would make development viability harder to achieve, at a time when the Council is keen to encourage housing development of all tenures in the area.

The Council has therefore concluded it should not introduce an affordable housing quota policy in this Plan. Instead, the Local Development Plan has specifically identified sites for affordable housing, the majority of which are within the ownership of either the Council or Housing Associations. Tables 1 & 2 and Schedule 3 show that this approach identifies sufficient land to meet the affordable housing target. This land supply will be augmented over time as a result of the programme of demolitions being proposed by the Council in housing regeneration areas such as Bellsmyre and North Mountblow and as other appropriate sites become available. The Council will monitor affordable housing land supply and completions on an annual basis to ensure the land supply for affordable housing is sufficient and appropriately located, particularly in terms of the Council's regeneration priorities.

All housing providers should acknowledge the importance of providing a choice of housing types and tenures within new developments wherever possible to provide a diverse housing supply. Intermediate tenures such as mid-market rent will be encouraged to meet the needs of those who cannot access market or social rented housing. The Council will also help to meet housing needs through housing management and regenerating stock to make it fit for purpose.

Homes for Particular Needs

As in many other areas of Scotland, West Dunbartonshire has a growing population of older people. Ideally, people should be helped to continue to live independently at home as they get older. Whilst many older people are able to remain in their current homes, with support where required, others may need to have their homes adapted or may need to move into more suitable accommodation, for example to a home without stairs. The demand for supported accommodation such as sheltered housing or housing specifically built for older people is also likely to increase. Proposals for this type of accommodation in suitable accessible locations, whether social rented or for private occupation or rent, will be welcomed. In addition, all new housing should comply with the Housing for Varying Needs guidance wherever possible to ensure that it is suitable for all life stages and that it will meet future needs.

Despite the desire to help older people to remain at home, as our population continues to age there will continue to be a demand for care and nursing home places. The Council has agreed to replace all of its care homes and day care centres and build two new, fit-for-purpose care homes, one in Clydebank and one in Dumbarton/Alexandria, with sites still to be identified. In addition there are a number of sites within the Council area with planning permission for private care or nursing homes (see Schedule 5). As well as the specifically identified sites, housing for the elderly and nursing and care homes may be acceptable on some of the sites identified in Schedules 2 & 3.

Another group with particular housing needs are Travellers. West Dunbartonshire has an established Traveller community at Dalreoch in Dumbarton. The Local Housing Strategy indicates that there is evidence to suggest that there is a need to expand the provision of accommodation for travelling people. This Plan has therefore identified an opportunity to enable the Dalreoch site to expand.

Policy BC2

Particular needs housing will be supported on the sites in Schedule 5 and other suitable sites subject to compliance with the Residential Development: Principles for Good Design Supplementary Guidance.

Schedule 5: Sites for particular needs housing

Ref	Location	Status	Particular Need
BC2(1)	Heather Avenue, Alexandria	Consent	Care Home
BC2(2)	Lomondgate, Dumbarton	Consent	Sheltered housing
BC2(3)	Dalreoch, Dumbarton	Proposal	Travellers' site
BC2(4)	Garshake Road, Dumbarton	Consent	Care Home
BC2(5)	Auchentoshan, Clydebank	Proposal	Care Home
BC2(6)	Cochno Waterworks, Clydebank	Consent	Care Home

Development on those sites which are in the green belt will be restricted to the uses and areas identified.

Ensuring Quality Places to Live

The development of new homes should help to make West Dunbartonshire a more attractive place to live. Not only should new housing be built in sustainable locations, it should also reflect excellence in design and provide attractive and successful places which stand the test of time.

Successful places have a distinct identity. They are safe, pleasant, well connected to their surroundings and easy to move around in. They should minimise resource and energy use by design and conserve valuable existing buildings and natural features. The design of any new street layout should reflect these qualities, creating a distinctive place which puts pedestrians first. Neighbourhoods should have a variety of house types to meet the needs of people at different stages in their lifecycle. New homes should be designed taking account of issues that are important to residents such as the need for adequate and flexible internal space, energy efficiency, noise insulation and natural light.

Key elements of design and the standards expected for all new housing development are set out in Residential Development Principles for Good Design Supplementary Guidance.

Existing Neighbourhoods

New house-building will form only a small part of the overall number of houses in West Dunbartonshire. The majority of residents live in well-established residential areas. It is important that these areas are kept or made as attractive as possible for the residents living there.

The term 'residential amenity' refers to the pleasantness of living somewhere. It reflects the appearance of buildings and their surroundings, the amount and quality of open and green spaces, the level of traffic, noise and privacy. Residential amenity can be adversely affected by development which is out of character in terms of design or overdevelopment, removes valued open space, introduces an inappropriate amount of traffic or noise, or overlooks private areas. Householder development such as extensions, driveways and decking will generally be acceptable except where there is a significant adverse impact on neighbours. Supplementary Guidance will be produced on this matter. Local shops, community uses and some small scale employment uses such as nurseries and offices may add to the attractiveness of a residential area and provide convenient services, but need to respect the amenity of the area.

Policy BC3

Development that would significantly harm the residential amenity, character or appearance of existing neighbourhoods will not be permitted.

Community Facilities

In addition to housing, there are a range of other facilities that contribute to a community being attractive and successful, for example schools, local shops, health facilities, leisure centres, community halls, quality open spaces and outdoor sports facilities.

In 2013, the Council approved a 10 year Capital Plan with specific projects identified for development in the period to 2016. Projects identified by this Local Development Plan include a new Kilpatrick Secondary School on the site of the current school, a shared campus for early and primary school education in Bellsmyre on the site of the current St Peter's primary school, a new cemetery for Dumbarton and an extension to the Vale of Leven cemetery. A replacement school for Our Lady and Saint Patrick's secondary school in Dumbarton for which a site is to be identified is also included in the Capital Plan. The two new care homes for Clydebank and Dumbarton/Vale of Leven referred to above are to be funded from the Capital Plan and will incorporate day centres for the elderly. A new leisure centre for Clydebank – to replace the Playdrome facility - is proposed for Queens Quay.

Planning permission is in place for a centre to support children and young adults with special needs. The Davie Cooper Centre is to be built to the north of Great Western Road between Clydebank and Drumchapel. This is not a Council project.

Many schools, community facilities and other public service buildings are located within or adjacent to residential areas. As public services continue to modernise, new uses may be sought for some of these sites. In some instances another public service use may be sought, and this would be supported. However, there may be no requirement for the site to remain in community use and in such an instance alternative uses in keeping with the surrounding area will be supported. It is anticipated that new housing would be acceptable on most sites.

Policy BC4

Proposals for the community facilities set out in Schedule 6 will be supported. Proposals for other community facilities will be supported in appropriate locations.

Schedule 6: Opportunities for Community Facilities

Ref	Location	Proposed Use
BC4(1)	Cemetery extension	Adjacent to Vale of Leven Cemetery
BC4(2)	Howatshaws Road, Dumbarton	Bellsmyre Primary Schools shared campus
BC4(3)	Cemetery	Garshake Road, Dumbarton

BC4(4)	Auchentoshan, Clydebank	Kilpatrick School rebuild
BC4(5)	Queens Quay, Clydebank	New leisure centre
BC4(6)	Boulevard, North of A82, Clydebank	Special Needs Care Centre (Davie Cooper Centre)

Development on those sites which are in the green belt will be restricted to the uses and areas identified.

Supporting our Centres

Introduction

West Dunbartonshire is well-served by a network of centres ranging from its three town centres of Clydebank, Dumbarton and Alexandria to local centres, and complemented by commercial centres such as the St James Retail Park/Morrisons in Dumbarton, and Clyde and Kilbowie Retail Parks in Clydebank. Lomond Galleries and Antartex offer retail outlet shopping. Clydebank and Dumbarton are recognised by the Strategic Development Plan as part of the Glasgow and the Clyde Valley network of strategic centres.

Town centres are at the pinnacle of the network hierarchy. They are a key element of the economic and social fabric of West Dunbartonshire, at the heart of communities and centres for commercial and civic activity. They are the preferred location for new retail and commercial leisure developments so as to sustain this role and help maintain their vibrancy and vitality. The town centres should also be the focus for a mix of uses including public services, entertainment, recreation, cultural and community facilities, as well as homes and businesses. Each of the town centres is discussed in more detail in the relevant Our Changing Places section.

Network of centres retail strategy

West Dunbartonshire's centres each provide different but complementary retailing functions, with the town centres also providing a wider service and business role. Each centre has a defined role within a hierarchy of centres. The purpose of this strategy is to ensure that the centres within the network continue to complement each other and fulfill their role as successfully as possible. The strategy is set out in Table 4 and will be used to determine planning applications.

A wide selection of quality shops is an important contributor to creating attractive town centres. When considering suitable sites for significant retail development a sequential approach to site selection should be adopted. Town centres are the preferred location for retail floorspace development over 1,000 sq.m. gross. Proposals for retail development in town centres should be in keeping with the role and function of that centre set out in Table 4, and where this is the case there will be no requirement to consider its need or impact on the other town centres. This Plan supports the retail development opportunities set out in Schedule 7, which are considered to support the role and function of the relevant centres. Edge-of-town centre commercial centres are the next preferred location for retail development of this scale, followed by other edge-of-centre sites, except in Alexandria where Lomond Galleries is next preferred after the town centre owing to the desire to preserve the A-listed building. Out-of-centre sites are the least preferred location for new retail development over 1,000 sq.m. gross. All proposals for retail development over 1,000 sq.m. are to be assessed in terms of their impact on centres higher up the hierarchy.

There are numerous centres and shops serving more local needs throughout West Dunbartonshire. The largest of these are Hardgate, Dalmuir and Dumbarton East and are shown on the Proposals Map. Existing local centres are the preferred location for local shops and services to locate. Their purpose is to serve their local catchment and any expansion should not be out of scale with this.

Policy SC1

Proposals for retail development in the network of centres which accord with the strategy and role and functions of centres set out in Table 4 or the development opportunities set out in Schedule 7 will be supported. Proposals for retail development not according with Table 4 or in other locations will not be supported if:

- a) there is a suitable opportunity in a sequentially preferred location;**
- b) there would be an unacceptable impact on a centre which is sequentially preferred; or**
- c) the proposed site is not accessible by public transport.**

Schedule 7: Retail Development Opportunities

Site Reference	Location	Proposal
SC1(1)	Mitchell Way, Alexandria	Class 1 foodstore of 3,200 sq.m. and additional shop units
SC1(2)	Artizan Centre, Dumbarton	Refurbishment
SC1(3)	Argyll Road/Chalmers Street, Clydebank	Class 1 superstore of 8,000 sq.m.
SC1(4)	Sylvania Way South, Clydebank	Refurbishment

Core retail areas

West Dunbartonshire residents are keen to support their local town centres. Having a quality retail offer at the heart of our town centres is essential for encouraging them to do so and it can also attract shoppers from elsewhere boosting the local economy. The footfall in the core retail areas of our town centres also makes them an attractive place for non-retail uses to locate. The Council encourages non-retail uses within its town centres but recognises that there is a balance to be struck in the core retail areas where it is important to maintain a mix of shops and other uses. In particular, there is concern about the proliferation of Class 2 uses within core retail areas.

Policy SC2

Proposals for the change of use of ground floor Class 1 uses within the core retail areas will be assessed in terms of:

- a) whether the change would significantly reduce the retail offer of the core retail area, or parts of it;**

- b) whether the change would lead to the concentration of a particular use to the detriment of the town centre's vitality and viability;
- c) the contribution the proposed use would make to the vibrancy of the town centre by increasing footfall;
- d) the availability and suitability of other locations in the town centre for the proposed use to locate; and
- e) whether the unit affected by the proposal has been vacant and suitably marketed for retail use.

Other uses and the Network of Centres

The Council recognises that non-retail uses make an important contribution to a town centre's character, sense of place and how well it functions. Houses provide a resident population, supporting shops and other businesses and contribute to security and activity particularly in the evening. Service uses such as banks and lawyers are most accessible to customers when located in town centres, and can be visited jointly with shops. Cafes, restaurants, and public houses complement shopping visits but also bring activity to town centres in the evening, as do hotels. Leisure uses such as theatres, cinemas, children's play facilities and sports centres and other uses such as churches, museums and libraries can be conveniently accessed when in town centres, encouraging visits both when the shops are open and at times when they are not.

Non retail uses may also be appropriate in local centres, but there is a need to have regard to the impact they may have on the nature of the centre and surrounding uses.

Policy SC3

Proposals for non-retail uses will be supported within town centres where these comply with Policy SC2, encourage visits to the town centre and are appropriate to the town centre's role and function. Town centres are the preferred location for new leisure uses and public services unless these are serving a specific neighbourhood, community or catchment which is best served more locally.

Non-retail uses in local centres will be assessed in terms of the impact on the amenity of the centre and surrounding uses.

Table 4: Network of Centres Retail Strategy

Type of Centre	Name of Centre	Role & Function/Strategy
Town centre	Alexandria Clydebank Dumbarton	<ul style="list-style-type: none"> The Town Centres are the main retailing destinations in West Dunbartonshire as well as focus for other uses including leisure, civic and community, 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). Collectively with its edge-of-centre stores Dumbarton serves as the main food and non-food shopping centre for Dumbarton, the Vale of Leven and parts of Argyll and Bute. Alexandria serves as a food and non-food shopping location for the Vale of Leven. Support for all retail proposals and sequentially preferred locations for retail development exceeding 1,000 sq.m. gross floorspace.
Edge of town centre commercial centres	St James Retail Park & Morrisons Store, Dumbarton Clyde and Kilbowie Retail Parks, Clydebank	<ul style="list-style-type: none"> Second sequentially preferable locations for retail development over 1,000 sq m gross floorspace. New retail units under 1,000 sq.m. will not be supported. Proposals will be assessed in terms of impact on town centres. These criteria will apply to emerging edge-of-centre sites which are the third preferred location for retail investment over 1,000 sq.m.
Destination Commercial Centres	Lomond Galleries Antartex Village	<ul style="list-style-type: none"> Preference for visitor-type goods and attractions. Refurbishment supported with limited additional retail floorspace. Proposals will be assessed in terms of impact on town centres Lomond Galleries is second preferred location for new retail investment in Alexandria after town centre in order to support preservation of the A-listed building.
Local Centres		<ul style="list-style-type: none"> Preferred location for new shops and services serving a local catchment Support for retail proposals which are appropriate in scale and justified by local catchment expenditure only.

Enhancing Our Green Network

Introduction

West Dunbartonshire benefits from a rich and varied green network, shaped by nature and by man. It has an impressive physical setting, sitting on the River Clyde and framed by the Kilpatrick Hills and, to the north, the Loch Lomond and the Trossachs National Park and National Scenic Area. Another major river, the Leven, links the Clyde to Loch Lomond. Some of the area's geology is of national importance, such as the impressive Dumbarton Rock. There are habitats of international and national importance, most significantly the Inner Clyde Special Protection Area.

Within our towns and villages are open spaces and playing fields of importance for recreation and relaxation. These are linked by a network of paths which also stretch into the countryside and along our 'blue' network of which the Forth and Clyde Canal is an important asset.

The Plan recognises these features of the green network, individually and collectively, as important to protect in their own right and as features which make West Dunbartonshire a more pleasant and healthier place to live, work, visit and invest.

Open Space

Open spaces make an important contribution to the character of our area, to the health and wellbeing of our communities, and support the habitat network. They provide attractive locations and opportunities for physical activity, recreation and relaxation. Public parks such as Christie Park in Alexandria, Levengrove Park in Dumbarton and Dalmuir Park in Clydebank are held in high regard by the communities of those towns and are important green network hubs. Sports pitches, allotments, green corridors and cemeteries all contribute to the West Dunbartonshire green network, as well as more local play areas and amenity open space around houses and businesses.

The Council has produced an Open Space Strategy supported by an Open Space Audit which examines the provision and quality of open space in West Dunbartonshire. This grades open spaces throughout the authority area in terms of their quality and value to the local community and identifies actions for improvement. It will be referred to when assessing any applications affecting or creating new open spaces.

The availability of quality playing fields is important to encourage participation in sport, thus contributing to health and well-being, and community development. The Council's Sports Pitch Strategy recommends that existing grass pitches be retained and improved.

The Proposals Map identifies publicly accessible open spaces, including playing fields, which are greater than 1 hectare. Policy GN1 protects all playing fields and open spaces of value to the green network.

Policy GN1

Development which would result in the loss of an open space which is, or has the potential to be, of quality and value will not be permitted unless provision of an open space of equal or enhanced quality and value is provided within the development or its vicinity.

Playing fields and sports pitches should not be developed except where:

- **the proposed development is ancillary to the principle use of the site as a playing field or involves a minor part of the playing field which would not affect its use and potential for sport and training; or**
- **a new or upgraded playing field of comparable or greater benefit for sport is provided in a location which is convenient for its users and which maintains or improves the overall playing field capacity in the area.**

Green Infrastructure

New development is often expected to include what can collectively be described as green infrastructure, such as sustainable urban drainage systems (SuDS), new paths, open spaces and habitat improvements. Integrating Green Infrastructure is about incorporating these valuable components of the green network into the design of development sites from the outset, and in particularly thinking about the multi-functionality of these components. For example, how a more natural approach to SuDS can create a space which can contribute to amenity, open space provision and biodiversity.

There is a general requirement for new development which discharges water to do so through SuDS. The Integrating Green Infrastructure approach to SuDS promotes a 'pipes-free' approach to surface water management, i.e. keeping the water on the surface. A starting point for the Integrating Green Infrastructure approach is making the most of existing natural drainage features on a site.

The Council requires open space to be provided with new development. This may include landscaped amenity spaces, play areas or sports pitches. The Integrating Green Infrastructure approach focuses on the provision or retention and enhancement of quality, multi-functional open spaces. The location, size, type and composition of the space to be provided as part of the new development must be based on an analysis of open space in the surrounding area, including reference to the Open Space Audit and Strategy. Investment in open space off-site may offer the most benefit to overall open space provision and the green network.

Improving path networks and creating new routes and links should be among the factors considered when looking at how new development can enhance the green network. In particular, the Council is keen to encourage access along the canal, waterways and the waterfront, and to improve connections between the urban area and the countryside and especially the Kilpatrick Hills.

Properly planned development sites can enhance habitat networks. The Integrating Green Infrastructure approach promotes the use of Integrated Habitat Networks models to identify where wetland, woodland or grassland may be provided or enhanced within or close to a development to improve habitat networks.

Policy GN2

Development will be required to follow the Integrating Green Infrastructure approach to design by incorporating SuDS, open space, paths and habitat enhancements at a level proportionate to the scale of development and in accordance with Supplementary Guidance.

Supplementary Guidance will provide further detail on the benefits of the green network and Integrating Green Infrastructure and provide good practice advice. It will set out expectations for Integrating Green Infrastructure in relation to types and scale of development including requirements for open space associated with new developments.

The Habitat Network and Geo-diversity

For its size, our area has a relatively rich geo-diversity: the variety of materials (rocks, minerals, fossils, sediments, soils), landforms and natural processes that form the landscape. Dumbarton Rock, Glenarbuck and the Loch Humphrey Burn are designated as Sites of Special Scientific Interest for their nationally important geology. In addition, a number of local geo-diversity sites identified in partnership with Strathclyde Geo-conservation Group are designated as part of the Local Nature Conservation Site (LNCS) network.

It is important that our geo-diversity is conserved so that people can enjoy and learn about it. It is also intrinsically linked to biodiversity, recreation, landscape, cultural heritage and sense of place. By shaping the landscape and forming its soils, geo-diversity underpins our area's rich variety of natural and semi-natural habitats.

A number of these habitats have statutory designations as internationally and nationally important sites. The Inner Clyde is a Special Protection Area for wading birds and a Site of Special Scientific Interest (SSSI) for birds and coastal habitat. There are a further four SSSIs designated for biological interests at Auchenreoch Glen, Dumbarton Muir, Haw Craig-Glenarbuck and Langcraigs. The River Leven is a migratory route for Atlantic salmon and brook lamprey travelling to and from the Endrick Water Special Area of Conservation. Extensive areas of habitat are designated as part of the Local Nature Conservation Site network in addition to the international and national sites. There are also a number of legally protected species resident in West Dunbartonshire: bats and otters (both European protected species), badgers, water voles and pine martens.

The loss, fragmentation and isolation of habitats harms biodiversity and the ability of ecosystems and natural processes to adapt to climate change. Biodiversity interests – habitats and species – should be taken account of across the whole plan area. The highest level of protection is afforded to internationally designated sites and protected species. Proposals which may impact upon a Natura site (the collective name for Special Protection Areas and Special Areas of Conservation) are required to be accompanied by a Habitat Regulations Appraisal. SSSIs are afforded a similarly high level of protection. Local Nature Conservation Sites (LNCS) protect species or habitats of more local interest and cover a wider area of West Dunbartonshire.

A Habitats Regulations Appraisal of the Local Development Plan has been carried out with regard to the Inner Clyde and other Natura sites the plan may affect, notably the Endrick Water Special Area for Conservation. The appraisal concluded that the Local Development Plan will not adversely affect the integrity of the Inner Clyde, Endrick Water or any other Natura 2000 site.

Policy GN3

Development that harms the sites designated for nature conservation or protected species will not be permitted except:

- a) for Natura 2000 sites, where there are no alternative solutions and there are imperative reasons of overriding public interest, including those of a social or economic nature;**
- b) for protected species, where there is no satisfactory alternative and the development is required for preserving public health or public safety or for other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment;**
- c) for SSSIs where adverse effects are outweighed by social, environmental or economic benefits of national importance; and**
- d) for LNCS, where adverse effects are offset or compensated in a way that adequately maintains the integrity of the interests affected.**

Development that harms non-designated habitats identified in the West Dunbartonshire Local Biodiversity Action Plan will be considered in relation to the benefits of the development.

Landscape

The Kilpatrick Hills, the muirs to the west of the Vale of Leven, the Clyde waterfront and the habitats of the Leven corridor form a striking and attractive landscape, which frames the urban area of West Dunbartonshire, creating a distinctive sense of place. Landscape is more than just 'a view'; it is the result of the action and interaction of natural and/or human factors and how it is perceived and valued by people is of great relevance. Our landscape is constantly changing, either as a result of natural processes or human activity and different landscapes have a different capacity to accommodate new development. It is important that, as far as is possible, change is managed in

order to prevent the character of the landscape being compromised. Impacts upon landscape can have implications beyond the boundaries of the Plan area, particularly in West Dunbartonshire owing to its relationship with the National Park.

The Plan designates the Kilpatrick Hills as a Local Landscape Area in order to protect, enhance and encourage the enjoyment and understanding of this important area. The relationship between the National Park and the Kilpatricks – the setting provided by the Kilpatricks Hills and, within the Kilpatricks, the views ‘borrowed’ from the National Park – is another reason for designating them as a Local Landscape Area. A Statement of Importance prepared in partnership with Scottish Natural Heritage describes the key landscape and visual characteristics of the Kilpatrick Hills, including the special qualities that make them distinct and are therefore important to conserve and enhance. Supplementary Guidance will set out a framework for managing potential change within the Local Landscape Area.

Policy GN4

Development that would have a significant adverse impact on landscape character will not be permitted. Development that could affect the Kilpatrick Hills will be required to protect and, where possible, enhance their special qualities as set out in the Statement of Importance and comply with any Kilpatrick Hills Supplementary Guidance.

Forestry, woodlands and trees

Woodland covers around 20% of the total land area in West Dunbartonshire, including large parts of the Kilpatrick Hills. Around a third of our woodland is native; confined mostly to burn corridors, the southern slopes of the Kilpatrick Hills and estates such as Overtoun and Edinbarnet. The non-native proportion is largely comprised of extensive commercial plantations, mainly of Sitka spruce.

Forests are much more than simply an economic resource in terms of timber production. As a component of the green network, woodland contributes to sustainable water management; mitigation and adaptation to climate change; conserving and enhancing biodiversity as part of an integrated habitat network; as a resource for outdoor access and recreation; and to creating attractive places to live.

The Scottish Forestry Strategy sets aspirational targets to significantly increase woodland cover for Scotland and the Central Scotland Green Network area. The Glasgow and Clyde Valley Forestry and Woodland Strategy sets out how this can be achieved and also how to make the most of our existing woodlands, bringing them into positive use. In West Dunbartonshire, large parts of the Kilpatrick Hills are in the ownership of the Forestry Commission Scotland and the Woodland Trust and each organisation has long term plans to increase or enhance woodland cover and to develop opportunities for recreation (See Our Changing Places – Kilpatrick

Hills). The Kilpatrick Hills are recognised for the special qualities of their landscape, and their recreational and environmental importance. Forest Design Plans for the area will be expected to demonstrate the sensitive siting of new woodland, the restructuring of existing conifer plantations and the restoration of open ground habitats so as to improve the landscape, ecological and recreational value. Further guidance will be established in the Kilpatrick Hills and Forestry, Woodland and Trees Supplementary Guidance.

Trees also form an important feature within urban areas, for example in parks and along streets. Many of our trees have Tree Preservation Orders or are protected by their location within conservation areas. Development proposals involving the loss of trees must be accompanied by a tree survey and replanting proposals.

Policy GN5

The expansion and enhancement of woodland involving the planting and management of native trees will be supported subject to assessment against the Kilpatrick Hills and Forestry, Woodland and Trees Supplementary Guidance.

Development that would result in the loss of trees or woodland of amenity, cultural, historical, recreational or biodiversity value will not be permitted unless clear justification can be given and appropriate replanting can be agreed.

The Water Environment

The River Leven and River Clyde and their tributaries including the Gruggies Burn, Murroch Burn and the Duntocher Burn form part of the green network, contributing to habitat networks and biodiversity, recreation, health and well-being and to the local landscape character. River basin management planning, which implements the European Water Framework Directive, seeks to improve the condition of the water environment and protect it from deterioration. The Scotland River Basin Management Plan was published in 2009 and a second plan is due in 2015. It is supplemented by a Clyde catchment management plan. The benefits that arise from river basin management planning extend beyond protecting and enhancing the quality of the water environment and can contribute to sustainable flood risk management; climate change adaptation and mitigation; and protecting and enhancing biodiversity.

The water environment is also there to be enjoyed. Recreational uses include waterside walking, fishing and boating. This is to be encouraged where it can be done in harmony with the wildlife that also makes use of our waters.

Policy GN6

The quality and enjoyment of the water environment will be protected and improved by:

- a) supporting the objectives and actions of River Basin Management Plan for Scotland and the Clyde Area Management Plan;
- b) minimising pollution of waters;
- c) requiring surface water from new developments to be treated by SuDS;
- d) requiring waste water from new development to connect to mains drainage, unless not technically or economically viable and where it can be demonstrated no environmental or health problems will arise;
- e) requiring the re-opening of culverted waterways unless not possible for reasons of health and safety or development viability;
- f) avoiding the hard engineering of waterways and the use of culverts in new developments unless there is no practical alternative;
- g) minimising the risk of invasive non-native species contaminating the water environment; and
- h) encouraging access to, along and beside waterways, including for walking, cycling, watersports and fishing, except where this would adversely affect the habitat network or protected species.

Forth & Clyde Canal

The Forth & Clyde Canal opened in 1790 and provided a route for the seagoing vessels of the day between the Clyde and Forth rivers. However, as ships became larger and the railways became the dominant mode of moving goods, the fortunes of the canal declined and it was formally closed in 1963. A multi-million pound project saw the canal re-open in 2001 and a series of projects have improved the canal environment, including at Bowling Basin and in Clydebank town centre, where a civic and events space has been created on both sides of the canal.

The canal is an important green network asset assisting water management, and with its towpath and wider surroundings acting as a wildlife corridor, active travel route, and a location for recreation and relaxation. The Council is supportive of further improvements to the canal and its environs. Development alongside the canal, including in properties backing onto the Canal, will be expected to complement and enhance its green network functions, and have regard to its status as a scheduled monument.

Policy GN7

Development alongside the Forth and Clyde Canal should enhance this green network asset. Development that would have an adverse impact on the Canal or its setting will not be permitted.

Outdoor access

An important role of green networks is providing opportunities for active travel – walking and cycling – which benefits health and can help reduce the impact of road congestion on the environment. The Forth & Clyde Canal towpath and

national cycle route are two important long distance routes running through the urban area. Where the network links communities and urban green spaces to the wider countryside, additional recreational opportunities arise. The core path network is key to the provision of outdoor access in West Dunbartonshire, providing dedicated routes within our towns, along waterways, and connecting into the heart of the Kilpatrick Hills to the north and east and muirs to the west.

Improving path networks and creating new routes and links should be among the factors considered when looking at how new development can enhance the green network. In particular, the Council is keen to encourage access along the canal, rivers and the waterfront, and to improve connections between the urban area and the countryside, especially the Kilpatrick Hills.

Policy GN8

Development that would result in the loss of a core path, right of way or other important route will not be permitted unless acceptable alternative provision can be made.

The provision of paths will be expected in developments where these would enhance active travel or connectivity within the green network, and particularly where this would create routes to and along waterways.

Temporary Greening

Restrictions on development finance and lower demand for new development since 2008 have resulted in changed expectations for when many previously developed sites will be redeveloped. Temporary uses such as growing spaces (either for food or biomass crops), community gardens and recreation resources can benefit the green network and provide a focus for community action. Such action has the benefit of improving a site that could be detracting from the environment of a neighbourhood into one that improves the area, strengthens the community and readies the site for future development.

Another form of temporary greening involves the green infrastructure components of future development being put in before construction begins. This would be in line with the integrating green infrastructure approach.

This plan supports and encourages temporary green network uses on stalled development sites, particularly within Our Changing Places, which bring environmental and community benefits in the short term and do not prejudice future development and the intended use of the site in the long term. The Council is keen to explore any suggestions for temporary greening sites from either community interests or landowners/developers, and will work with interested parties to develop a framework to help realise viable projects focusing on how temporary uses can be funded and their delivery co-ordinated.

Protecting Our Built Heritage

Introduction

West Dunbartonshire has a rich history. It has been at the very edge of the vast Roman Empire, the capital of the medieval Kingdom of Strathclyde, and at the centre of the Clydeside shipbuilding industry. These times – and others – have left monuments, buildings and places which define the area's local identity. This historic environment contributes to our history, culture, local distinctiveness and sense of place and supports tourism and economic development.

The Antonine Wall

Built in the years following 140 AD on the orders of the Roman Emperor Antonius Pius, the Antonine Wall crosses central Scotland from Old Kilpatrick on the River Clyde to Bo'ness on the River Forth. It was the most northerly section of a trans-national frontier which helped protect and define the Roman Empire.

Although only a small section of the Antonine Wall can be viewed above ground in West Dunbartonshire, at Golden Hill Park, it is an important historic asset. The wall runs west-east through West Dunbartonshire from Old Kilpatrick to the boundary with Glasgow at Drumchapel. A buffer zone is identified along much of the Wall, protecting its setting.

In 2008 the Antonine Wall was inscribed as Scotland's fifth World Heritage Site when it became part of the trans-national Frontiers of the Roman Empire World Heritage Site which includes Hadrian's Wall in England and the German Limes. World Heritage Status infers a commitment to protect the exceptional cultural significance of the Antonine Wall and the 'Outstanding Universal Values' for which it was inscribed.

Supplementary Guidance has been approved by the five planning authorities containing part of the Wall. The guidance provides advice on managing the impact of development on the World Heritage Site, outlining a presumption against development which would have an adverse impact on the Antonine Wall and its setting. The Antonine Wall Management Plan also identifies actions to be delivered by a range of different bodies to protect and promote understanding and enjoyment of the Wall.

Policy BH1

Development that would have an adverse impact on the Antonine Wall or its setting will not be permitted. Proposals affecting the Wall will be assessed with regard to the Antonine Wall Supplementary Guidance and the Antonine Wall Management Plan.

Scheduled Monuments & Archaeological Sites

Scheduled monuments are archaeological sites, buildings or structures of national or international importance. In West Dunbartonshire these include the Antonine Wall, the Forth & Clyde Canal and Dumbarton Castle. In addition to sites that are scheduled, there are sites of local significance recorded in the Sites and Monuments Record.

Scheduling seeks to protect monuments in-situ and as far as possible in their existing state and within an appropriate setting. Consent is required from Historic Scotland for any works that would affect a scheduled monument. Where planning permission is required, development will not be permitted that will have an adverse effect on a scheduled monument or the integrity of its setting. Non-scheduled archaeological sites and monuments will also be protected and preserved in situ wherever feasible.

Where records show archaeology assets may be present on a site, an archaeological survey or investigation will be required to determine the nature and importance of the archaeological resource and the best means of preserving and/or recording it. Also, if archaeological discoveries are made while works are being carried out, an archaeologist should be given the opportunity to inspect the find and undertake appropriate excavation, recording and analysis.

Policy BH2

Development that would adversely affect a Scheduled Monument or its setting will not be permitted. All other archaeological sites should be preserved in-situ where possible. Where not possible, provision should be made by the developer to undertake the excavation, recording analysis, publication and archiving of the archaeological remains.

Listed Buildings

There are over 140 buildings of special architectural or historic interest in the Plan area which have been listed in recognition of their importance. A number are A-listed, meaning they are of national or international importance and are the best examples of a particular period, style or building type. These include the Titan Crane in Clydebank, Dumbarton Castle, and the Argyll Motor Works in Alexandria. There are also B-listed buildings which are of regional or more than local importance, and C-listed which are of local significance.

Any development affecting a listed building or its settings should preserve its special architectural or historic interests and character. There is a presumption against the demolition of a listed building, or any other building which contributes positively to the character of an area, unless it has been clearly demonstrated that there is no viable and acceptable alternative.

The Titan Crane and Clydebank Town Hall are two examples of listed buildings and structures which have recently been refurbished, reinvigorating these important local landmarks and supporting their preservation. Unfortunately, not all historic buildings in West Dunbartonshire are in a good

state of repair. The Buildings at Risk Register for Scotland identifies properties of architectural or historic merit in the area that are considered to be at risk or under threat. The Buildings at Risk Register is not exhaustive and other important buildings within the area may also be at risk or become so during the Plan period.

Changes of use, alterations and enabling development will be supported as means of rescuing historic buildings that have fallen into a poor state of repair, providing proposed works retain the building's special interest, are appropriate to its character and appearance, and are appropriate in scale.

Policy BH3

Demolition or development that would adversely affect the special interest, character or setting of a listed building will not be permitted. Appropriate enhancement of listed buildings will be supported. Enabling development that would result in the retention or restoration of a listed building, and which is appropriate in terms of design and use, and proportionate in scale will be supported subject to conditions or a legal agreement ensuring the restoration of the listed building.

Conservation Areas

Five areas within West Dunbartonshire are identified as conservation areas: High Dalmuir in Clydebank; Kirktonhill and Knoxland Square in Dumbarton; and Lusset Road and Mount Pleasant Drive in Old Kilpatrick. While containing only a few listed buildings, the overall layout, character and appearance of these areas is of special architectural or historical interest.

Development affecting conservation areas, either within or outwith them, must be appropriate in terms of design, materials, scale and siting, to the character and setting of the conservation area. The loss of buildings or structures which contribute to the character of a conservation area will be resisted.

Conservation area appraisals are useful documents for understanding the important features of conservation areas, assisting in the positive management of these areas including through informing development management decisions. They can also be used to identify extended or new conservation areas. The Council will look to undertake appraisals of its existing conservation areas over the lifetime of this Plan.

Policy BH4

Development that would harm the character or appearance of a conservation area, including the demolition of buildings or structures which contribute to the character of the area, will not be permitted. New development within or affecting a conservation area should be of a high standard of design and enhance the character of the area.

Gardens and Designed Landscapes

West Dunbartonshire has a number of grand houses which are listed. These buildings were constructed by wealthy industrialists, mainly in the eighteenth and nineteenth centuries as residencies or as country retreats. Originally the houses had large gardens, parkland and woodland associated with them which were designed and managed to add to the setting and enjoyment of the main house.

While the majority of the area's mansion houses remain, many have seen modern development impinge upon their grounds. Overtoun Estate is the best example of an estate as it would have originally looked when the house was built and is recorded on the Inventory of Gardens and Designed Landscape. Other non-designated estates are Auchentorlie, Auchentoshan, Cochno, Edinbarnet, Helenslee, Levensgrove and Strathleven.

Policy BH5

Development that would affect a Garden and Designed Landscape should seek to protect and appropriately enhance its important features.

Supporting Development

Introduction

The sustainable development of West Dunbartonshire must be supported in a variety of ways. This section of the Plan deals with the infrastructure required to support growth. It considers the importance of the transport network being safe, well integrated and efficient. It also looks at how to make the most of resources by supporting sustainable waste management. A modern and efficient telecommunications network which is located to minimise environmental impact will be encouraged. Aggregates and minerals are important for the construction industry and the continual working of resources within West Dunbartonshire is supported.

The Transport Network

West Dunbartonshire is a well connected area. It benefits from a railway network providing a frequent rail service within West Dunbartonshire, and linking directly to Glasgow and Edinburgh. The area is also well served by buses, providing links within and to areas outwith West Dunbartonshire. The A82 runs through West Dunbartonshire connecting to Glasgow, Loch Lomond and the west Highlands, and via the Erskine Bridge to the M8 and the national motorway network.

Improvements to the area's transport network have been identified in the Council's Local Transport Strategy for 2013-2018 and some of the 'Our Changing Places' sections. Major schemes include improvements to the Kilbowie roundabout and Dumbuck junction, the provision of the A814 link road between Milton and Bowling, and improved linkages between Glasgow Road and Dumbarton town centre. The Fastlink rapid bus transit system is proposed to connect Clydebank with Glasgow city centre running through the regeneration areas on the north bank of the Clyde. There are options for it to serve both the Clydebank Waterfront and town centre and the Council may seek the reservation of space for, or provision of, necessary infrastructure.

Development can often place an additional burden on the transport network and particularly the road network. This Plan requires that development complies with current standards in relation to road design and parking, and that any improvements to the transport network necessary as a result of the development are made. Early liaison with, and approval from, Transport Scotland is required for schemes that will impact upon the trunk road network.

Policy SD1

Development of the transport schemes set out in the Local Transport Strategy will be supported subject to adequate mitigation of adverse impacts on the green network, particularly Natura 2000 sites, built heritage, residential amenity and the operation of businesses. Development should avoid adversely affecting the road network by:

- complying with Roads Development Guidelines and relevant parking standards;
- avoiding unacceptable congestion; and
- providing or contributing to improvements to the transport network that are necessary as a result of the development.

New junctions on trunk roads will not normally be acceptable.

Waste

The Council supports the sustainable management of waste in line with the waste hierarchy. A Zero Waste society is one where waste is managed as far up the hierarchy possible with disposal, such as landfill, being the option of last resort. In addition, waste should be dealt with as close as possible to where it is produced.



There are several facilities contributing to waste management within West Dunbartonshire. These include the major landfill site at Auchencarroch, a landfill for inert material at Rigangower near Milton and a number of household waste recycling centres and privately operated waste transfer stations throughout the Council area. Planning permission exists for a waste management facility at Rothesay Dock in Clydebank, which has the potential to significantly contribute to the sustainable management of waste arising within West Dunbartonshire. If additional or alternative facilities become necessary to deliver additional capacity over the Plan period these will be supported in appropriate locations.

Policy SD2

The locations identified in Schedule 8 are identified as suitable for the management of waste. Development of facilities contributing to the management of waste will be supported at these and other locations where:

- a) the site would otherwise be suitable for Use Class 5 or 6 development;
- b) there would be no adverse impact on the operation of other businesses or residential amenity;
- c) adverse impact on the green network or built heritage can be acceptably mitigated;
- d) there would be no adverse impact on the operations of Glasgow Airport;
- e) the facilities would contribute to a greater proportion of waste arising in West Dunbartonshire being treated further up the waste hierarchy;
- f) the recovery of energy from waste is achieved, where applicable; and
- g) if involving significant levels of waste from outwith West Dunbartonshire, there is the potential for waste to be transferred to the location by means other than road.

Schedule 8: Waste Management Sites with capacity for > 100,000 tonnes per annum

Ref	Site Name and Address	Site Activity
SD2(1)	Auchencarroch Landfill Site, nr Jamestown	Landfill / Composting
SD2(2)	Rigangower Landfill Site, by Milton	Landfill
SD2(3)	Rothesay Dock, Clydebank	Other Treatment

Communications infrastructure

High quality electronic communications are an essential component of sustainable economic growth and can reduce the need for travel. The development of infrastructure to expand the communications network whilst minimising environmental impacts is supported by this Plan.

Policy SD3

Development to improve communications infrastructure will be supported where it avoids adverse impact, including cumulative impact, on streetscape and residential amenity, the green network, and built heritage.

Minerals, Aggregates and Coal

An adequate and steady supply of minerals and aggregates is necessary to support economic growth, but extraction can have significant adverse environmental impacts. Within Glasgow and the Clyde Valley, which is considered to be the relevant market area, there are believed to be sufficient hard rock reserves to meet demand to 2035. The reserves in West Dunbartonshire at Dumbuckhill Quarry and at Sheephill Quarry contribute to this supply and continued working of minerals at these locations is supported.

Schedule 9: Aggregate Reserves

Ref	Site Name and Address	Site Activity
SD3(1)	Dumbuckhill Quarry, Dumbarton	Hard rock quarrying
SD3(2)	Sheephill Quarry, Milton	Hard rock quarrying

Policy SD4

The continuation of aggregate extraction will be supported at the Dumbuckhill and Sheephill quarries. Expansion of mineral and aggregate extraction at these locations and new workings at other locations shall be accompanied by acceptable and fundable restoration and aftercare proposals and avoid significant adverse impact on:

a) the green network, particularly:

- the habitat network
- landscape
- forestry and woodland
- the water environment
- the path network

b) built heritage, particularly Ancient Monuments and other archaeology; and

c) residential amenity and the operations of other businesses

There are surface coal deposits at the south eastern edge of West Dunbartonshire, mostly under the urban area of Whitecrook. Reserves straddle the council boundary with Glasgow City, and stretch into the greenbelt in the area known as the Hardgate Wedge. It is considered that these reserves should not be worked because of their proximity to existing communities, and the fact that they fall within the Antonine Wall World Heritage Site Buffer Zone. However, any application for development in areas where coal reserves exist should be aware of the legacy of past coal mining activity, and assess the condition of the existing ground conditions before any new building is proposed. The Coal Authority can offer additional advice on this matter.

Advertisements

Advertisements are an integral part of our streetscape and important to promote economic growth, public information and charities. They can, however, be intrusive and distracting. Advertisements will not generally be acceptable in residential or rural areas.

Policy SD5

Advertisements which are sited on the business premises to which they relate will be supported subject to compliance with the criteria listed below.

Advertisements which are remote from the premises to which they relate will normally be supported only where they are directional or advance warning signs for tourist or visitor facilities which are not reasonably

visible from any main road, and where a tourist 'brown sign' is not a suitable first option.

Commercial poster hoardings will normally only be supported within the built-up area, where the hoarding would serve to screen vacant or unsightly land or buildings.

In all cases advertisements shall:

- a) not detract from the amenity of the area or the character of buildings in terms of positioning, scale, design or materials;**
- b) not result in any road safety or other hazard to the public;**
- c) result in an accumulation of signage clutter; and**
- d) within Conservation Areas and on Listed Buildings, serve to improve or enhance the appearance of the area/building.**

Notification Zones

West Dunbartonshire has a number of sites and installations which due to their handling of hazardous substances limit the scope for new development in their vicinity. Advice will be sought from the Health and Safety Executive for proposals within these areas.

Low and Zero carbon generating technologies

Low and/or zero carbon generating technology shall be installed in all new buildings with the exception of:

- alterations and extensions to buildings, other than alterations and extensions to stand-alone buildings having an area less than 50 square metres that would increase the area to 50 square metres or more, or alterations to buildings involving the fit-out of the building shell which is the subject of a continuing requirement;
- conversions of buildings;
- buildings that are ancillary to a dwelling that are stand-alone having an area less than 50 square metres;
- buildings which will not be heated or cooled other than by heating provided solely for the purpose of frost protection;
- buildings intended to have a life not exceeding the period specified in regulation 6 of the Building Standards Regulations; or
- conservatories.

A condition will be attached to planning permission for all non-exempt buildings requiring that a 'bronze active' sustainability label be achieved in respect of the proposed building. In addition, the applicant will need to demonstrate that low and zero generating technology will result in CO₂ emissions being 1% below the building's target emission rate in the period to December 2016 and 2% below the building's target emission rate in the period thereafter.