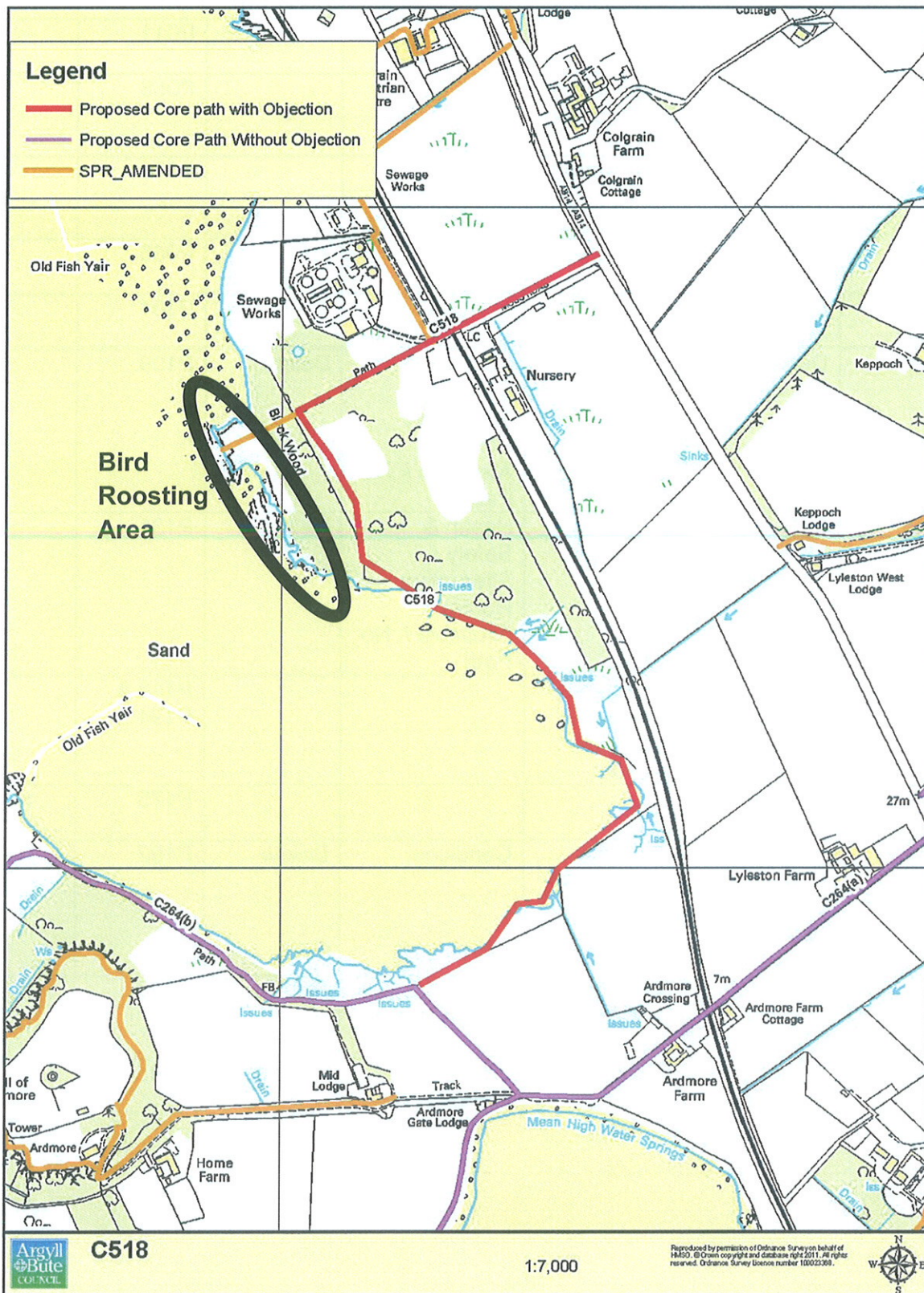


Core Path Report for C518

Moss Road, Cardross

1. Proposed Core Path



2. Summary of Representations Received

Representation	Respondent Name	Organisation/ Group	Objection Summary	Respondents proposed action	Respondent Ref No.	Objection withdrawn
Support	John Evans				E027	
Support	Alison Rutherford	East Esplanade Protection Group			P004	
Support	Norman Rodger				P011	
Support	Geoff Riddington	Argyll and Bute Access Forum			P056	
Support	Alan Day	Helensburgh & District Access Trust			P070	
Support	Roger Brown				P086	
Support	Eric Alexander				P101	
Objection	Dennis Mundie		Health & Safety / Alternative Route Available / No Path	Delete	P109	
Objection	C, K & M Mundie		Health & Safety / Alternative Route Available / No Path	Delete	P131	
Support	Alastair MacBeth	Secretary, Friends of Duchess Wood			P143 & P194	
Support	Richard Morgan				P175	
Objection	Cardross Community Council (William Laird)	Cardross Community Council	Condition	Delete	P192	
Objection	Laura Mitchell	Network Rail Infrastructure Ltd	Health & Safety	Delete	P202	
Objection	Andy Robinson	RSPB Scotland	Wildlife & Conservation	Amend	P203	

3. History of Access

i. Right of Way Status

The Moss Road is a private road from its junction with the A814 and is also a claimed Public Right of Way SD33 which follows the section of the route along Moss Road to Black Wood. See Appendix IV (d) for more information.

ii. Recorded Access Issues MORE INFORMATION

4. Site Visit



View of the level crossing on Moss Road showing working lights and barrier



Engineering yard area



Continuation of the road down to the shore



Passing through Black Wood towards the shore



View of the shore area which is an important bird roosting area at high tide



Continuing in a southerly direction across open ground. No discernable path from this point onwards



Open area allowing passage through the woodlands to the shore



Short section through bracken to the shore



No path was found above the shoreline between this point and Ardmore Point



Rough walking along the shore continues. No path is shown on any historical OS mapping.



Where there is shingle the walking is easier with good views of the Clyde



Pinch point between the railway and the shoreline to the north of Ardmore Point, significant numbers of birds were present in this area on the day of the visit



Wide deep ditch close to this point one of two to be crossed which required a short diversion across the adjacent fields



Continuing west along the shore



Junction with Proposed Core Path
C264(b) Ardmore Point Circular

5. Alternative Route/s

None Proposed

6. Consultation with Objectors & Other Interested Parties

There is considerable support for this route, the section along Moss Road to Black Wood exists and is a Claimed Public Right of Way. This section should be taken to PLI as a proposed Core Path.

Discussion with Andy Robinson RSPB revealed that the most sensitive area is the rocky shore of the Clyde Estuary immediately to the west of Black Wood which is used by wading birds to roost at high tide. Disturbance of the birds, particularly during the winter months can reduce survival rates. The sections of path close to the shore south of Black Wood are less problematic and a route could possibly be developed which will not impact upon the wildlife.

7. Access Officer's Initial Comments

Network Rail and the Mundies whose family members own a house at Taigh Laisgair, operate a nursery and an area that they describe as an "Engineering Works" have both objected to public access across this area for reasons of Health & Safety. Network Rail views this crossing as a "Private Crossing" to be used only by authorised users and their invitees.

Claimed Public Right of Way

There has been controversy regarding the claimed Public Right Of Way along Moss Road for many years. See Appendix IV (e) Extract from the Scottish Rights of Way Society Catalogue of Rights of Way - Route Information Sheet; and (f) Information from Dumbarton District Council's list of Public Rights of Way dated 1993. At present the Council does not have sufficient witness evidence to support a legal case for the Vindication of the Public Right of Way.

Planning History

Appendix IV Parts a to d includes extracts from the planning files held by the Council for a planning application made by the Mundies in 2000 for the construction of a Golf Driving Range was eventually approved. The issue of the claimed public right of way and the proposal to develop a path along the shore of the Clyde estuary in this area was raised however no specific condition was placed on the developer to protect the route because it was felt that his site would not interfere with the route (b).

In August 2000 Railtrack (Network Rail's predecessor) objected to this application (c) since it required the public to drive across the level crossing to access the proposed development and posed a safety risk to the users. In September 2000 Railtrack agreed that once an automatically controlled crossing had been constructed for Scottish Water to allow access to their new sewage treatment works which were under construction at the time their objection would be withdrawn. This automatic controlled crossing was constructed and is still in use on the site. It is believed the construction of the Golf Driving Range was begun by the developer who has tipped some inert material on the site since 2000. At the time the site was visited there was no evidence of recent or current activity on the site which would pose a risk to the health and safety of the public.

Network Rail it would seem reasonable that the public could use the route on foot, cycle or horseback at present since use the route for motor vehicles was approved by Network Rail's predecessor Rail Track subject to the construction of an automatically controlled level crossing. Although the Golf Driving Range has not been completed it would appear that Network Rail should not be objecting to the use of the crossing by the public. It is not known if there is a fundamental difference between the type of automatic crossing in use on Moss Road and that in use on any public road in the area. Assuming that there is not, Network Rail's stance would appear to be difficult to justify. Networks Rail's comments on the type of crossing in use at this location and whether a similar crossing is in use on a public road elsewhere would be of help in resolving the issue of the public access over the track at this location.

Local Development Plan Main Issues Report May 2011 this site is proposed as a potential area for business and industrial use (see Appendix IV (g)) which would require access across the level crossing which I understand Network Rail is again objecting to.

RSPE - Nature Conservation – The shore in this area is important for wading birds as a feeding and roosting area. The development of a path in this area will require a Habitat Regulations Assessments (HRA) to inform the design of any proposed path.

Conclusions

In view of the poor condition of the majority of this path C518, and the potential impact upon the bird roosting areas I am proposing that it is designated as an Aspirational Route. I believe that the public should be able to use the level crossing because Rail Track accepted that the public should be able to use it to drive to a proposed business provided that an automatic crossing was installed. This crossing has been installed and Network Rail should not be continuing to obstruct the public's right to use the crossing under the Land Reform Scotland Act 2003 without good reason. In the event that the Golf Driving Range is completed the public will be allowed to take cars across the level crossing which must surely create a much greater risk of derailing a train than a pedestrian cyclist or even a horse. The crossing is currently used by much larger vehicles accessing the nursery and the Water Treatment Works.

I have been unable to view a plan indicating the layout of the proposed Golf Driving Range however the planning documents indicate that it should not obstruct the proposed path.

In the event that the Council receives an application for the development of the site in the future the designation of the path as an Aspirational Path will allow the Council to seek a contribution towards the cost of constructing a path between Moss Road and Ardmore Point. The exact line of the path could be varied such that it does not compromise any proposed development. If it becomes apparent that funding is available to construct a path the Council would need to discuss the proposal with SNH and carry out any relevant assessments of habitats and species required at that time. It may be possible to reduce the impact of the proposed path on birds feeding and roosting along the shore by moving it a short distance inland, allowing scrub to develop between the path and the shore or building bunds to deter people from walking along the foreshore in the most sensitive areas. If the assessments concluded that the disruption of the bird roosting and feeding areas could not be mitigated the Council would be unable to construct a path.

I am recommending that this path is designated as an Aspirational Route in view of the fact that there is public interest in providing a route from Colgrain to Ardmore Point.

8. Advice received from the Access Forum

9. Access Officer's Final Recommendations

10. Appendices

Appendix I. Copies of the representations received during the formal consultation

Your Details	
An asterisk (*) indicates a required field.	
Your Name: *	john evans
Organisation Name:	
Agent Name:	
Address 1: *	5 cedar grove
Address 2	cardross
Address 3	
Postcode: *	G82 5JW
Phone Number:	
Email Address: *	
Site Name:	
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent
Your comments will be applied to the following items:	
7 Commenting on the Core Paths Plan	
Core Path C 267. This route is used by the Walking for Wellbeing group who provide weekly walks round Helensburgh.	
C518 . It has always seemed invaluable to have an off road path linking Dumbarton to Helensburgh. If this is part of that route it should be supported.	
C 510. I use this route with visitors to the area. It is an excellent link from Geilston Garden NT property to the Clyde shore and Cardross village.	

POOL4

Official Use Only	Date Received	Ref No.
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Argyll & Bute Council
Finalised Draft Core Paths Plan
Comments & Objections Form



Name	ALISON RUTHERFORD		
Organisation (if appropriate)	EAST ESPLANADE PROTECTION GROUP		
Address	19 SOUTH KING STREET, HELENSBURGH		
Postcode	G84 7DU		RECEIVED
Daytime telephone number	[REDACTED]		16 FEB 2011
Email address	o		
Signature	Alison Rutherford	Date	15 February 2011

Sufficiency

Once you have made as many comments as you wish to on the next page, you have an opportunity to comment on the sufficiency of the proposed Core Path Network in your area and Argyll & Bute as a whole. This may sound a strange concept but is a specific requirement that; Land Reform (Scotland) Act 2003 Section 17 - Core Paths Plan "It is the duty of the local authority, not later than 3 years after the coming into force of this section, to draw up a plan for a system of paths sufficient for the purpose of giving the public reasonable access throughout their area."

Across the whole network the Council has to demonstrate that there are sufficient paths for the many different kinds of users. The Council is therefore giving you the opportunity to comment on the "Sufficiency of the Network of Core Paths". Every user will view this question differently depending upon their chosen activities and level of fitness. Whilst we recognise that this is a difficult idea to consider the following suggestions may help;

- For instance, if you are parent with young children and a buggy and the network of paths in your home area offers you a choice of easily accessible routes of different lengths and difficulty then perhaps the Core Path Network is sufficient.
- If however you have to travel a considerable distance to enjoy a variety of routes for your chosen activity then there may not be a sufficiently good network for your particular access needs.

Please comment on the sufficiency of the Core Paths Network and indicate what you use it for i.e. walking, riding, cycling & your level of ability; i.e. prepared for rough going or seeking level easy walks.

Our group has one driver, some walk a lot, but do not seek rough going, but we do like to get out from traffic noise & fumes - we feel there is not yet a sufficiency of links from settlement to settlement or to woods & the moor.
 The use of the A814 trunk road (C270E) A094 is depressing for non-drivers - it's like a mini version of the A77 down the Argyshire coast, frightening, noisy & very unwelcome to pedestrians. There were hopes long ago for a coastal route to Cardross, below the railway. Also no core paths cross the area behind Colgrain Farm, Craighendorn or Drumfryk the same in Inverdonnel Woods (tho' it does have paths in it)

Return before 17.00hrs on Monday 4th of April 2011.

C 518	support	for dogs
C 268	"	Good to reach a part of our best sands
		This is a not too busy road

Argyll & Bute Council
Finalised Draft Core Paths Plan
Comments & Objections Form



Name	NORMAN RODGER		
Organisation (if appropriate)			
Address	19 ABERCROMBY CRESC, HELENSBURGH		
Postcode	G84 9DX		
Daytime telephone number	[REDACTED]		
Email address	[REDACTED]		
Signature	[REDACTED]	Date	04 Feb 2011

Sufficiency

Once you have made as many comments as you wish to on the next page, you have an opportunity to comment on the sufficiency of the proposed Core Path Network in your area and Argyll & Bute as a whole. This may sound a strange concept but is a specific requirement that; Land Reform (Scotland) Act 2003 Section 17 - Core Paths Plan "It is the duty of the local authority, not later than 3 years after the coming into force of this section, to draw up a plan for a system of paths sufficient for the purpose of giving the public reasonable access throughout their area."

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Please comment on the sufficiency of the Core Paths Network and indicate what you use it for i.e. walking, riding, cycling & your level of ability; i.e. prepared for rough going or seeking level easy walks.

My wife & I use many of the paths for walking and in a few cases for cycling in the Helensburgh area. We are prepared for easy to rough going. The network in the Helensburgh area could be improved/extended by (a) seeking to identify more off-road paths linking communities i.e. Dumbarton to Cardross to Helensburgh to Garelochhead and (b) seeking to identify more off-road cycle paths.

C 518	Support	I fully support this path much of which is a right of way. It is important to maintain this approach to Ardmore Point for birdwatching. It also takes walkers from Helensburgh off the main road at the earliest possible point.
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P056

For Official Use Only	Date Received	Ref No.
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Argyll & Bute Council
Finalised Draft Core Paths Plan
Comments & Objections Form



Name	Geoff Riddington		
Organisation (if appropriate)	Argyll & Bute A. F.		
Address	7, Middleton Lane		
Postcode	G84 7BE		
Daytime telephone number	[REDACTED]		
Email address	[REDACTED]		
Signature		Date	19/3/11

C518	Support	<p>The Moss Road is a well developed ROW giving access to the foreshore and should be a Core Path.</p> <p>There is no path along the shore (although it is passable even at high tide) and I wonder if this should be marked as Aspirational rather than Core? It would be easy to challenge.</p>
------	----------------	--

~~P062~~

P056/2

Grierson, Douglas

From: [REDACTED]
 Sent: 19 March 2011 13:18
 To: Gritten, Jolyon
 Cc: [REDACTED]
 Subject: RE: Core Path Plan
 Attachments: craig_path_map.JPG; craig_path_map (2).JPG

Hi Jolyon

I am embarrassed to say I omitted the path closest to my heart (and House). The Old Luss Road path (C287) ended at a ferry (312810) and there was a rail crossing just north of it. This was closed by Network Rail to howls of protest on the basis that, despite being marked as a ROW it was a private crossing (sounds familiar?). It was pointed out by the Council that they were required to provide a route to the foreshore under the Railway Act and they stated such a route was available via Station Road. The landowner then tried to close this route and there was a big kerfuffle with the Dumbarton Council which included us producing evidence of continuous use for 40 years (which I still have). At a later meeting we had with A&B officials, the lawyers stated that in their opinion it was a public route. The landowners have since then accepted the council instruction to provide pedestrian access and it is now a popular walk, particularly for canines. It is important to ensure this route as a core path because of its popularity.

The route also provides a means of walking to Ardmore at medium/low tides and connecting with Moss Road. If we can work out something with the railway for high tide I would like to see the whole route eventually developed as a coastal path linked to Cardross and then Dumbarton. (Aspirational or too early?). The A814 is not a desirable route even if a cycle path is built alongside it (too busy and noisy).

I attach a map showing exactly what I would like to see and called it C268(a). You might want to extend it north up the bottom end of Old Luss Road to the junction of C267/8 and A220.

Please phone me if you have any queries about the legal background
 Geoff

P070 RECEIVED
24 MAR 2011

For Official Use Only | Date Received | Ref No.

Argyll & Bute Council
Finalised Draft Core Paths Plan
Comments & Objections Form



Name	Alan Day	
Organisation (if appropriate)	Helensburgh & District Access Trust	
Address	4 Sutherland Place, Helensburgh	
Postcode	G84 8BF	
Daytime telephone number	[REDACTED]	
Email address	[REDACTED]	
Signature	[REDACTED]	Date 15th March 2011

Sufficiency

Once you have made as many comments as you wish to on the next page, you have an opportunity to comment on the sufficiency of the proposed Core Path Network in your area and Argyll & Bute as a whole. This may sound a strange concept but is a specific requirement that; Land Reform (Scotland) Act 2003 Section 17 - Core Paths Plan "It is the duty of the local authority, not later than 3 years after the coming into force of this section, to draw up a plan for a system of paths sufficient for the purpose of giving the public reasonable access throughout their area."

Across the whole network the Council has to demonstrate that there are sufficient paths for the many different kinds of users. The Council is therefore giving you the opportunity to comment on the "Sufficiency of the Network of Core Paths". Every user will view this question differently depending upon their chosen activities and level of fitness. Whilst we recognise that this is a difficult idea to consider the following suggestions may help;

- For instance, if you are parent with young children and a buggy and the network of paths in your home area offers you a choice of easily accessible routes of different lengths and difficulty then perhaps the Core Path Network is sufficient.

- If however you have to travel a considerable distance to enjoy a variety of routes for your chosen activity then there may not be a sufficiently good network for your particular access needs.

Please comment on the sufficiency of the Core Paths Network and indicate what you use it for i.e. walking, riding, cycling & your level of ability; i.e. prepared for rough going or seeking level easy walks.

As an Access Trust we look for maximum availability for every level of activity, however where conditions dictate we accept that in some instances only rough walking may be possible. Our view is that rough walking is better than none.


C518

Propose

Moss road has long been used by the public. It is now the only route to this part of the shore line after the railway authorities closed the other two access points

RECEIVED
29 MAR 2011

P086

For Official Use Only	Date Received	Ref No.
Argyll & Bute Council Finalised Draft Core Paths Plan Comments & Objections Form		

Name	ROGER BROWN		
Organisation (if appropriate)			
Address	6 UPPER SUTHERLAND CRESCENT HECHENSBURGH		
Postcode	G84 9PQ		
Daytime telephone number	[REDACTED]		
Email address	[REDACTED]		
Signature	[REDACTED]	Date	26/3/11

C264(b) to C518	Support	As someone who has often enjoyed the beautiful and ecologically fascinating Ardmore point path, I would support this additional path from Ross Road to Ardmore point.
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For Official Use Only	Date Received	Ref No.
Argyll & Bute Council Finalised Draft Core Paths Plan Comments & Objections Form		

Name	ERIC ALEXANDER		
Organisation (if appropriate)			
Address	5 UPPAR SUTHERLAND CR. NAINSBURGH		
Postcode	G84 9PA		
Daytime telephone number	[REDACTED]		
Email address	[REDACTED]		
Signature	[REDACTED]	Date	27-3-11.

Sufficiency

Once you have made as many comments as you wish to on the next page, you have an opportunity to comment on the sufficiency of the proposed Core Path Network in your area and Argyll & Bute as a whole. This may sound a strange concept but is a specific requirement that; Land Reform (Scotland) Act 2003 Section 17 - Core Paths Plan "It is the duty of the local authority, not later than 3 years after the coming into force of this section, to draw up a plan for a system of paths sufficient for the purpose of giving the public reasonable access throughout their area."

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- If however you have to travel a considerable distance to enjoy a variety of routes for your chosen activity then there may not be a sufficiently good network for your particular access needs.

Please comment on the sufficiency of the Core Paths Network and indicate what you use it for i.e. walking, riding, cycling & your level of ability; i.e. prepared for rough going or seeking level easy walks.

I support all proposed "solid red lines" on the proposal and see over for supporting comments for new core paths.

Path / Launching Point Number	Support / Object to Proposal	Comments on individual paths or launching points
C417 a. C417 b.	Yes. Yes.	Duchas Woods is regarded as an invaluable local asset for the community providing recreation, education and nature conservation.
C267	Y.	I support the extension of this path.
C518	Y.	Agree to the extension of this route.

P131

For Official Use Only	Date Received	Ref No.
Argyll & Bute Council Finalised Draft Core Paths Plan Comments & Objections Form		

RECEIVED

Name	C, K & M Mundie	01 APR 2011
Organisation (if appropriate)	N/A	
Address	Moss Road, Cardross	
Postcode	G82 5HG	
Daytime telephone number		
Email address		
Signature		Date 31/03/2011

Path / Launching Point Number	Support / Object to Proposal	Comments on individual paths or launching points
C518 (Moss Road)	Object	<ol style="list-style-type: none"> 1. Firstly, if Argyll & Bute Council are intent on pursuing this path, then they must challenge Network Rail to establish if access can be made over the private level crossing before wasting public money on a public enquiry. 2. As land owners, we have received no formal notification of the consultation for the Core Paths Plan. Our attention was only drawn by a letter sent to our father who resides at Tigh Iasgair, Moss Road. 3. I have attached letters held on Argyll & Bute Council files from Mr McBeth to Network Rail and Network Rails subsequent response dated May 01, 2009 which confirms "the level crossing is for private use only". 4. There is no 'good path already in place' as stated in your reasons for this path on the Council website. Moss Road is a private access from the A814 Cardross Road with no provision for a path. 5. There is already an existing path which leads to Ardmore Point which is less than half a mile further on the A814 (path C264(a)). 6. Lower Moss Road is a vehicular site access which does not have any provision for pedestrian access. 7. There is no existing path where your proposed path turns at the bottom of Lower Moss Road towards Ardmore Point. 8. We are currently undertaking engineering works that are accessed from Lower Moss Road and if members of the public were allowed in this area unrestricted then this would become a Health and Safety risk as all persons on site must wear full Personal Protective Equipment. This would also cause concern for our insurers if there was unrestricted access on the site as there would be an increased danger risk. 9. There would also be an increased risk of people entering the site of the relocated Colgrain Nursery where full Personal Protective Equipment is also mandatory

Crawford, Archie

From:
Sent: 21 April 2009 09:13
To: Crawford, Archie
Subject: Fwd: REF: 2549264 - Public access at Level Crossing on Moss Road, Helensburgh

Follow Up Flag: Follow up
Flag Status: Completed

Thanks for discussion. Here are (i) my e-mail to Wendy Morton and (ii) her response.

Alastair

Begin forwarded message:

From: [REDACTED]
Date: Mon Apr 20, 2009 5:19:34 pm Europe/London
To:
Subject: REF: 2549264 - Public access at Level Crossing on Moss Road, Helensburgh

Good evening Mr Macbeth

Thank you for your email, as promised I will forward this to our Level Crossing Manager, and I will contact you again, when I have received a response.

Kind Regards

Wendy Morton
Community Relations Advisor
Government & Corporate Affairs
5th floor, Buchanan House
58 Port Dundas Road, Glasgow
G4 0LQ - HELPLINE: 08457 11 41 41

-----Original Message-----

From
Sent: 20 April 2009 16:31
To: Morton Wendy
Subject: Public access Helensburgh

Dear Wendy Morton,

Thank you for your telephone call today.

I am writing to you as Chairman of the Helensburgh Green Belt Group. We are one of several organisations concerned at the seeming discouragement of the public to use the level crossing at Moss Road to the east of Helensburgh.

Network Rail

Ref: 2549264

May 1, 2009

Dear Mr MacBeth

Further to your previous correspondence with Wendy Morton, I can now confirm the following information.

Our Level Crossings Manager advises that the question of whether this crossing is private or public status has been raised on a number of occasions. This crossing is for private use only and this has been the case since this was created. If any right of way existed we would have been consulted by Argyll and Bute Council and entered into a formal process however this is not the case. Should the Council wish to challenge this they would have to provide evidence to justify their claim. We were contacted by the Council a few years ago who made the same claim then however this was never challenged.

In addition, our Liabilities Manager advises that the railway at this location was authorised as a private occupation road by the Glasgow, Dumbarton and Helensburgh Railway Act 1855 with the owner being a Colin Campbell. The crossing was created as an accommodation work crossing to ensure continued access for Mr Campbell to his land situated on the South West of the railway which was severed from his remaining land due to the construction of the railway.

I trust this information clarifies our position in this matter.

If you wish to report a new complaint or enquiry please call the Network Rail National Helpline on 08457 11 41 41.

Yours sincerely

Evelyn Brown
Community Relations Manager, Scotland
Corporate Affairs, 5th Floor, Buchanan House, 58 Port Dundas Road, GLASGOW G4 0LQ

Argyll & Bute Council
Finalised Draft Core Paths Plan
Comments & Objections Form



Name	DENNIS MUNDIE	
Organisation (if appropriate)	NIA	
Address	TIGH IASGAIR, MOSS RD, CARDROSS	
Postcode	G82 5HQ	
Daytime telephone number	[REDACTED]	
Email address	[REDACTED]	
Signature	[REDACTED]	Date 30/03/2011

<p>C518 MOSS ROAD</p>	<p>object</p> <p>We do not understand why Argyll & Bute Council are pursuing this path as it is perfectly clear from the letters attached to Mr McBeth (which are held by Argyll & Bute Council) explain that the Moss Road level crossing is private and for authorised users only.</p> <p>You state there is a good path already in place. This is wilfully misleading as Moss Road is a private access from the A814 end there is no existing path or provision for a path here.</p> <p>Lower Moss Road is a vehicular site access which also does not have provision for pedestrian access.</p> <p>There are engineering works that are accessed from Lower Moss Road and a Health & Safety issue would not allow members of the public within this area as all attendees on the site are required to wear full personal protective equipment (P.P.E.). There would also be a liability concern for our insurers should unauthorised persons be allowed to freely roam within this area.</p> <p>There would be an increased risk of persons entering the site of the relocated Colgavain Nursery where P.P.E. is also mandatory.</p> <p>Formal notification was received by myself but has yet to be received by any of the other authorised users of Moss Road & Lower Moss Road.</p> <p>There is no existing path on the area highlighted 'core path new' in the woodland area of your map.</p> <p>There is already an existing path to Aromore Point (C264(a)) which is half a mile from Moss Road.</p>
---------------------------	--

Crawford, Archie

From: [REDACTED]
Sent: 21 April 2009 09:13
To: Crawford, Archie
Subject: Fwd: REF: 2549264 - Public access at Level Crossing on Moss Road, Helensburgh

Follow Up Flag: Follow up
Flag Status: Completed

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Alastair

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From: [REDACTED]
Date: Mon Apr 20, 2009 5:19:34 pm Europe/London
To: "
Subject: REF: 2549264 - Public access at Level Crossing on Moss Road, Helensburgh

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Kind Regards

Wendy Morton
Community Relations Advisor
Government & Corporate Affairs
5th floor, Buchanan House
58 Port Dundas Road, Glasgow
G4 0LQ - HELPLINE: 08457 11 41 41

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To: Morton Wendy
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Network Rail



COPY

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Our Level Crossings Manager advises that the question of whether this crossing is private or public status has been raised on a number of occasions. This crossing is for private use only and this has been the case since this was created. If any right of way existed we would have been consulted by Argyll and Bute Council and entered into a formal process however this is not the case. Should the Council wish to challenge this they would have to provide evidence to justify their claim. We were contacted by the Council a few years ago who made the same claim then however this was never challenged.

In addition, our Liabilities Manager advises that the railway at this location was authorised as a private occupation road by the Glasgow, Dumbarton and Helensburgh Railway Act 1855 with the owner being a Colin Campbell. The crossing was created as an accommodation work crossing to ensure continued access for Mr Campbell to his land situated on the South West of the railway which was severed from his remaining land due to the construction of the railway.

I trust this information clarifies our position in this matter.


If you wish to report a new complaint or enquiry please call the Network Rail National Helpline on 08457 11 41 41.

Yours sincerely,


Evelyn Brown

Community Relations Manager, Scotland
Corporate Affairs, 5th Floor, Buchanan House, 58 Port Dundas Road, GLASGOW G4 0LQ

P143
RECEIVED

For Official Use Only	Date Received	Ref No.
Argyll & Bute Council Finalised Draft Core Paths Plan Comments & Objections Form		

Name	Name :	The Secretary
Organisation (if appropriate)	Organisation:	Helensburgh Green Belt Group
Address	Address :	8 Marmion Avenue, Helensburgh
Postcode	Postcode	G84 7JL
Daytime telephone number	Daytime tel.	[REDACTED]
Email address		
Signature	Date :	31.3.11

Sufficiency

Once you have made as many comments as you wish to on the next page, you have an opportunity to comment on the sufficiency of the proposed Core Path Network in your area and Argyll & Bute as a whole. This may sound a strange concept but is a specific requirement that; Land Reform (Scotland) Act 2003 Section 17 - Core Paths Plan "It is the duty of the local authority, not later than 3 years after the coming into force of this section, to draw up a plan for a system of paths sufficient for the purpose of giving the public reasonable access throughout their area."

Across the whole network the Council has to demonstrate that there are sufficient paths for the many different kinds of users. The Council is therefore giving you the opportunity to comment on the "Sufficiency of the Network of Core Paths". Every user will view this question differently depending upon their chosen activities and level of fitness. Whilst we recognise that this is a difficult idea to consider the following suggestions may help;

- For instance, if you are parent with young children and a buggy and the network of paths in your home area offers you a choice of easily accessible routes of different lengths and difficulty then perhaps the Core Path Network is sufficient.
- If however you have to travel a considerable distance to enjoy a variety of routes for your chosen activity then there may not be a sufficiently good network for your particular access needs.

Please comment on the sufficiency of the Core Paths Network and indicate what you use it for i.e. walking, riding, cycling & your level of ability; i.e. prepared for rough going or seeking level easy walks.

All core paths which have been recorded in solid and dotted red lines are supported.

See next page for some detailed observations.

C 264(6) S
C 518

The route from Helensburgh to Ardmore Point via Moss Road should follow the footpath already established beside the Cardross Road, follow Moss Road to the shore and then follow the shoreline to Ardmore Point as indicated by the dotted red line.

Grierson, Douglas

0194

From: ALASTAIR MACBETH [REDACTED]
Sent: 03 April 2011 16:01
To: corepathenquiries
Subject: Core paths

CORE PATHS CONSULTATION

Since I cannot find any way to send the core paths consultation form to you electronically, I am providing my submission without the form, but based on it. I hope that is acceptable.

This submission concerns the Helensburgh area.

To : The Outdoor Access Team,
Planning Services,
Argyll and Bute Council,
Manse Brae,
Lochgilphead,
PA31 8RD

From : Alastair Macbeth

Chairman, Helensburgh Study Group

Secretary, Friends of Duchess Wood

40 West Montrose Street,
Helensburgh

G84 9PF

3.4.11

C417(a) and (b) / C 276(a). Support. Duchess Wood paths as shown by both solid and dotted lines should be designated as core paths. Duchess Wood is one of the most extensively used facilities in Helensburgh both by residents and by visitors. The latter is important for tourism reasons. The periphery path, the link to the car park and the eastern path which joins the round-Helensburgh footpaths network are significant.

C518 and C264(b). Support as core paths. It is important to be able to walk from Helensburgh to Ardmore Point. Much of this is beside the main road, but a prepared path exists, though close to the road itself. The Moss Road route to the foreshore enables shoreline access to Ardmore Point as indicated by the dotted red line on the core paths map. Moss Road (C518) was designated as a Public Right of Way by the Dumbarton District Council and is recorded as such by ScotWays. It is important that this public way is unblocked. I am aware that discussions are in progress at national level about railway crossings, but this one has an automatic barrier and the route, in my view, should be clearly defined as a core path.

Link from C278 to C275(a). Include as core path. The Highlandman's Road should continue as a core path through the forest clearing. That middle section is part of the main walking route from Rhu to Glen Fruin and has bridges over streams. Although parts are muddy at times, it is a long-established and substantially-used path. It seems wrong to have a break which is not designated as core path in such an important path as the Highlandman's Road.

P175

Grierson, Douglas

From: Richard Morgan [REDACTED]
Sent: 04 April 2011 14:39
To: corepathenquiries
Subject: Finalised Draft Core Paths Plan - Comments for consideration

I have had trouble bringing up the comments facility on the ABC website so please would you consider this email as my comments.

- 1 I support all the paths with a solid red line (core paths)
- 2 There would be sufficiency if dotted red lines (new core paths) were included as core paths
- 3 C417(a) and (b) - Both supported - as Duchess Wood is an important recreational facility which is well wooded - all its paths should be core paths
- 4 C264(b) to C518 - Supported - Helensburgh to Ardmore point via Moss Road is particularly important. Moss road is a public right of way anyway I believe.
- 5 C267 - Supported - the Old Luss Road (i.e. old drove road) leaving town to the point it meets the road to Loch Lomond should be a core path

Richard and Mary Morgan
5 Duchess Drive
Helensburgh
G84 9PR

For Official Use Only	Date Received	Ref No.
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Argyll & Bute Council
Finalised Draft Core Paths Plan
Comments & Objections Form



Name	William Laird		
Organisation (if appropriate)	Cardross Community Council		
Address	4 Fairway Cardross		
Postcode	G82 5LP		
Daytime telephone number	[REDACTED]		
Email address	[REDACTED]		
Signature		Date	28/03/11

Sufficiency

Once you have made as many comments as you wish to on the next page, you have an opportunity to comment on the sufficiency of the proposed Core Path Network in your area and Argyll & Bute as a whole. This may sound a strange concept but is a specific requirement that; Land Reform (Scotland) Act 2003 Section 17 - Core Paths Plan "It is the duty of the local authority, not later than 3 years after the coming into force of this section, to draw up a plan for a system of paths *sufficient* for the purpose of giving the public reasonable access throughout their area."


Across the whole network the Council has to demonstrate that there are sufficient paths for the many different kinds of users. The Council is therefore giving you the opportunity to comment on the "Sufficiency of the Network of Core Paths". Every user will view this question differently depending upon their chosen activities and level of fitness. Whilst we recognise that this is a difficult idea to consider the following suggestions may help;

- For instance, if you are parent with young children and a buggy and the network of paths in your home area offers you a choice of easily accessible routes of different lengths and difficulty then perhaps the Core Path Network is sufficient.
- If however you have to travel a considerable distance to enjoy a variety of routes for your chosen activity then there may not be a sufficiently good network for your particular access needs.

Please comment on the sufficiency of the Core Paths Network and indicate what you use it for i.e. walking, riding, cycling & your level of ability; i.e. prepared for rough going or seeking level easy walks.

Ccc members are walkers and cyclists of various levels. Cardross already has a very good path network of rights of way of very different abilities. Core paths have to be safely useable for riding, cycling, walking, running and especially safe for families with children


C518	Object	This new path is impassable.
	Support	We support all other paths in the Cardross area

For Official Use Only	Date Received	Ref No.
Argyll & Bute Council		
Finalised Draft Core Paths Plan		
Comments & Objections Form		

Name	Laura Mitchell	
Organisation (if appropriate)	Network Rail Infrastructure Ltd.	
Address	Buchanan House, 58 Port Dundas Rd, Glasgow	
Postcode	G4 0LQ	
Daytime telephone number	[REDACTED]	
Email address		
Signature		
	Date	31/03/2011

Path / Launching Point Number	Support / Object to Proposal	Comments on individual paths or launching points
C518	OBJECT	<p>Moss Road Level Crossing.</p> <p>This is a private Level Crossing, accessed along a private road. The level crossing has been installed for the private use of the authorised users and their invitees. The crossing was upgraded to have half barriers as the needs of the authorised users dictated, this was also at cost to the authorised users.</p> <p>The authorised users are provided with information and training to ensure that they are able to operate and safely cross the railway with minimum danger to themselves and to the public rail infrastructure i.e. the passengers/staff on a train.</p> <p>The general public must not be directed to this route as a core path. The Argyll and Bute Council identifying the path in this manner indicates the perception that this is a public road and that the crossing is safe for general public and untrained users. This creates unacceptable safety risks for the rail network.</p>

P203

For Official Use Only	Date Received	Ref No.
Argyll & Bute Council Finalised Draft Core Paths Plan Comments & Objections Form		

Name	Andy Robinson		
Organisation	RSPB Scotland		
Address	South & West Scotland Regional Office, 10 park Quadrant, Glasgow		
Postcode	G3 6BS		
Daytime telephone number	[REDACTED]		
Email address			
Signature			

C518	Object but support with alterations	<p>Ardmore to Colgrain Farm. This path borders the Inner Clyde SPA designated for its important population of wading birds (redshank) which feed and roost in the area. This area is particularly important as a feeding area and as a high tide roosting site for these populations, this path has the potential to increase disturbance to these important populations feeding within the inner bay and more importantly whilst roosting. One of the main roosting areas is along the shore by the wooded area at approx. NS320794. We object to this path at it stands and recommend that the section along the coast from Ardmore to the wood should be moved away from the shore, esp. where it approaches the wood/roost area. A habitats risk assessment / assessment of impacts on the SPA should be undertaken by the council as the appropriate authority. It should be noted that planning issues (with a kennel development) have arisen in this area for this same reason.</p>
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Appendix II. Copies of relevant correspondence



nature's voice

RSPB SCOTLAND

South and West Scotland Regional Office

10 Park Quadrant

Glasgow G3 6BS

Tel: 0141 331 0993

www.rspb.org.uk/scotland

Jolyon Gritten
Access Manager
Development & Infrastructure Services
Argyll & Bute Council
Manse Brae Offices
Lochgilphead
ARGYLL, PA31 8R

31 October 2011

Dear Jolyon

FINALISED CORE PATH PLAN RESPONSE TO RSPB OBJECTIONS ON CORE PATHS

Thank you for your further consultation relating to our outstanding objections in regards to core paths, it was informative to meet you and discuss the issues relating to our objections. Following our consideration of concerns surrounding each of the paths and the reports you produced I will now respond to each of these in turn, except for Tیره for which our officer has already responded.

C518 our original position - object but support if alteration adopted

Ardmore to Coigrain Farm. This path borders the Inner Clyde SPA designated for its important population of wading birds (redshank) which feed and roost in the area. The area is important as a feeding area and particularly as a high tide roosting site for this population so the path will result in increased disturbance to feeding and perhaps more importantly roosting redshank. One of the main roosting areas is along the shore on the northwest edge of the bay (NS320794) close to the planned route. The path is adjacent to an SPA and effects involve its designated population we advise that the council as the appropriate authority should undertake a HRA. This assessment will need to consider cumulative impacts within the area. We recommend that the section around the inner bay (Black wood to Ardmore) be kept as aspirational any development of a path here would also require a HRA. **Maintain objection – we will reconsider our position once a full HRA has been carried out by the appropriate authority.**

We hope you find these comments helpful, should you require clarification of any of the above points please do not hesitate to contact me.

Yours sincerely

Andy Robinson
Conservation Officer, Argyll and Bute

Appendix III. Copies of responses additional consultations

Appendix IV. Additional supporting documents

a) Planning Approved Planning Application 00/00792/DET Conditions For a Golf Driving Range on the Site at Moss Road

CONDITIONS AND REASONS RELATIVE TO APPLICATION 00/00792/DET.

CONDITIONS

1. Standard.

Reason: Standard

2. The golf driving range as hereby approved shall not become operational until such time as the upgraded automatic level crossing, as detailed in accordance with Planning Consent Reference 00/00585/REM for the adjacent water treatment works, becomes operational.

Reason: To ensure the provision of a suitable vehicular and pedestrian access to the site and to meet with the approval of Railtrack as a statutory consultee.

b) Extracts from report by Argyll and Bute Council Head of Development and Building Control

A letter of representation has also been received from the Helensburgh Green Belt Group. Chairman, Bill Backenridge of 25 Black Hill Drive, Helensburgh. This organisation record an objection to the proposal unless the following issues are addressed;

1. The landscape setting of the site should not be adversely affected. Adequate screening must be provided.

Comment: The applicant has provided supporting information on the proposed tree felling and landscaping measures. I propose a number of conditions in this regard to ensure that transplanted trees and new planting establish effectively.

I:\MS OFFICE\WORK\2000\DC\700 786\0792_GH.DOC

2. The established right of way which traverses the site – from railway crossing point to the shore must be maintained.

Comment: The part of the site proposed to be developed does not impede the continuance of this right of way.

3. Any permission granted should be subject to a condition to ensure the maintenance of sufficient land to provide for a possible footpath and cycle path along the shore between Helensburgh and Ardmore Point.

Comment: I am satisfied that the proposed development will not prejudice the future provision of such a path. A condition of a planning consent would not in my event be the most appropriate method to ensure provision of such a path but rather a separate access agreement involving the relative land owners.

ASSESSMENT

Development Requiring Express Planning Permission.

- Infilling of land to form driving range and car park
- Erection of building to comprise 12 play booths, office, shop and maintenance shed.
- Junction/access improvements onto the A814
- Upgrading of railway crossing to include an automatic barrier crossing.
- Fencing of range area.

Other Specified Operations

- Landscaping

Applicants Supporting Information

The proposal has been accompanied by a number of written statements which address procedures for tree felling and raising ground levels across the site. This includes an aerial photograph detail of the ground to be developed.

The applicant emphasises that this would represent a major recreational/tourist attraction for the area, and that there is currently no such facility in the Argyll & Bute Area.

Material Considerations

As stated in the policy considerations section of this report, the terms of Structure and Local Plan Policies GB1A, DC2 and NHL8 are applicable. For ease of reference I shall address the relevant policy issues separately;

Greenbelt

Policy DC2 of the Adopted Local Plan is worded to cover the aims and objectives of Structure Plan Policy GB1A and advises that favourable consideration will only be given to developments within the greenbelt which are directly associated with a recognised countryside use. Outdoor recreation is clearly a recognised countryside use and therefore the principle of such a proposal within the greenbelt is acceptable subject to an assessment against the following criteria;

CONCLUSION

The proposal may be favourably assessed having regard to the constraints imposed by the greenbelt policy and will not have a significant adverse effect on the nature conservation interests of the site. I propose a number of safeguarding conditions to ensure that the use does not commence until the vehicular access has been suitably upgraded and to address matters of supplementary screen planting and detailed design.

RECOMMENDATION

I recommend that permission be granted subject to the conditions and reasons as detailed on the separate sheet attached.

Head of Development and Building Control

Author: Bob Cook 858884
Contact Point: Alasdair MacLeod 658898

c) Letter from Railtrack highlighting their concerns with the crossing dated August 2000.

09/08/2000 16:37

0141 335 3292

RAIL TRACK - SCOTLAND

PAGE 01

RAILTRACK

Argyll & Bute Council
Development & Environment Services
Blairvadach, Shandon
By Helensburgh
G84 8ND

FAO Bob Cook

Your ref 00/00/792/DET
Our ref OP/DP/316/00/436

3 August 2000

Dear Sir

**CONSULTATION BY PLANNING AUTHORITY : TOWN &
COUNTRY PLANNING (SCOTLAND) ACT : FORMATION OF
GOLF DRIVING RANGE - LAND WEST OF NURSERY,
CARDROSS**

I refer to Railtrack's letter of objection concerning the above proposed development.

The existing accommodation level crossing at Moss Road in which the applicant intends to use as an access/egress for the development is not appropriate due to the increase in traffic (pedestrian or vehicular).

The current users of the crossing have a right in title or agreement with Railtrack or their predecessors. It is company policy to object to planning applications which will lead to a material change of use at a level crossing and the present form of protection, at the above mentioned level crossing, is unsuitable for an increase in use.

You will be aware that West of Scotland Water Authority are required to upgrade Moss Road level crossing as part of their water treatment works scheme. This is to mitigate the risks that the anticipated increase in traffic would bring. I can advise Railtrack are in discussion with West of Scotland Water Authority regarding the design aspect of the proposed automated half-barrier level crossing.

Railtrack PLC, Buchanan House 58 Port Dundas Road Glasgow G4 0LQ
DX 500933 Cowcaddens
Tel: 0141 335 1400 Fax: 0141 335 3292

Once this new crossing is in place Railtrack's stance will alter concerning the proposed driving range as the upgraded level crossing will be suitable for any increase in traffic.

I can advise Railtrack's objection is still in place until such times that the existing level crossing is upgraded to Railtrack's sight and satisfaction.

I trust the enclosed comments clarify Railtrack's position.

Yours faithfully



D. Ian Cameron
Outside Ferries Engineer

- d) Letter from Railtrack indicating they have no objection in principle to the development subject to the condition of upgrading the level crossing.

RAILTRACK

Argyll & Bute Council
Blairvadach
Shandon
By Helensburgh
G84 8ND

Mr Dennis Mundie
Colgrain Nursery
Moss Road
by Cardross
G82 5HG

Your ref 00/00792/DET
Our ref

8th September 2000



Dear Sir

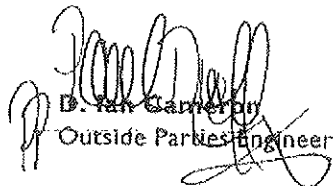
TOWN & COUNTRY PLANNING (SCOTLAND) ACT : FORMATION OF GOLF DRIVING RANGE AT MOSS ROAD, COLGRAIN

I refer to your letter dated 22nd August 2000 concerning the above.

Having discussed your intention to grant approval to the application, subject to conditions, which would allow the construction of the facility and not the operation of the driving range, I can advise I have no objections in principle to this proposal.

I trust the above is sufficient for your purposes.

Yours faithfully


D. Ian Cameron
Outside Parties Engineer

Railtrack PLC Buchanan House 58 Port Dundas Road Glasgow G4 0LQ
DX 500953 Cowcaddens
Tel 0141 335 2400 Fax 0141 335 3292

Railtrack PLC Registered Office: Railtrack House Euston Square London NW1 2EE Registered in England and Wales No. 2964587 <http://www.railtrack.co.uk>

e) Extract from the Scottish Rights of Way Society Catalogue of Rights of Way - Route Information Sheet.

Route Information Sheet

SROWS Code **SD33**

Local Authority Code: 31

Argyll & Bute

Path Name: None

Start: NS 324 799 A814, Colgrain

Finish: NS 319 796 Foreshore

Status: Claimed

Max. Height: Unknown

User Category: Unknown

Length (km): 0.75

Date Recorded: 01/01/1976

Region/District: Strathclyde/Dumbarton

Last Updated: 14/12/2006

Problem with route. Not yet raised with Local Authority

Location of Information

Organisation:	File Ref:	Quality:	General:	Survey:	Witness Statement	Landowner Comments:	Declarator:
Dumbarton DC	Rights of Way List	2	Yes	No	No	No	
Dumbarton DC	Rights of Way Map	2	Yes	No	No	No	
SROWS	cf1244	3	Yes	No	No	No	
SROWS	LPA 8/10	3	Yes	No	No	No	
SROWS	1:50,000 map	3	Yes	No	No	No	
SRWS	Local Rep John Harvey	2	No	Yes	No	No	

Path Cards

1 card recorded on 09/05/2001.

Incidents

Date: File Ref:
02/08/1999 LA4

West of Scotland Water received a complaint from a local resident that the right of way was "obstructed" by a raft of railway sleepers laid over the track to allow diggers etc to pass over a wet section; but SROWS agreed that this did not constitute an obstruction.

17/08/1999 LA4

SD32 & SD33 are on either side of the West of Scotland Water new Helensburgh Sewage Treatment Works. Planning application is the subject of a Local Inquiry starting on 23/8/99. The developers recognise SD33 as a right of way and plan to fence it off to keep it separate. SD32 is not being recognised and is at present blocked. The Helensburgh Green belt Group plan to use part of SD32 as part of their projected coastal walk/cycle track.

22/09/2000 LA4

Route still under threat from new sewage works. Council and Society maintain it is still a right of way.

Route Description

From A814, through Boom Dept to Black Wood and foreshore.

Surveyed by John Harvey, Sept 1998:

An unsurfaced vehicle track leads to the railway crossing. Beyond, a rather overgrown path crosses marshy ground and continues through a wood to the foreshore.

Walked by A Lawson & J Clark 9th May '01. This route passes the site of the huge new sewage works development, but is quite separate from it and still exists as a path to the shore. The owner of the Garden Centre adjacent to the railway crossing is planning to develop a golf driving range on the far side of the railway, which should keep the crossing open, but he insists that crossing will be by his permission rather

SROWS Code SD33

than of right. (He could be right).

This man is also concerned about the line of the proposed Helensburgh - Dumbarton cycle track, which will pass close to his property.

Other Information

14/12/06 call from Sybil Johnson in A&B local plans 01546 604308 checking if ROW still there. Possible proposal by Network Rail to make this a proper level crossing and the LA wish to keep it open. However local landowner reported he had the police close the route because of the railway. He wishes to develop land over the railway and does not wish open access.

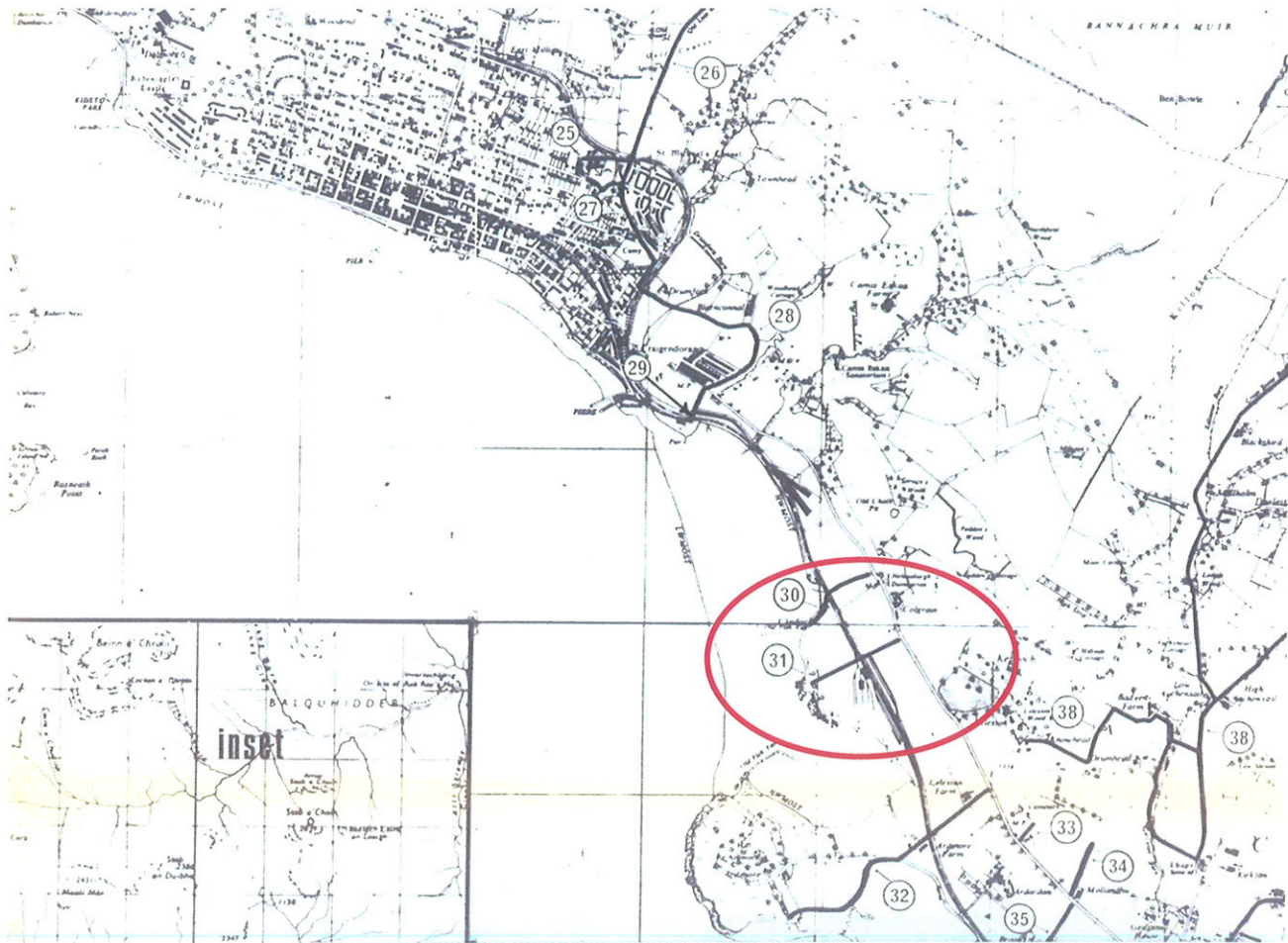
29/03/05-Letter from John Harvey, 2/2/01- Given that Scotrail/Railtrack have effectively closed off SD32 and Sd100(see reports dated Feb 99) it seems particularly important that SD33 should be retained. It is still possible to use it - the route down to and across the railway is being used by construction traffic for W of Scotland Water; the fenced construction site is than to the N of the RoW (a separate fenced area for parking and temporary huts is to the S) ; the RoW beyond has been used by tracked vehicles apparently constructing drainage for the site, but can be followed to the foreshore.

31/01/05- Scottish Countryside Activities Council, R.o.W in Dunbartonshire
Access to Seafont via Old Goods Yard, (Near Keppoch). 0.3m GR 325 799 to 319 798.

LA4 - might be affected by Sewage Treatment Works by West of Scotland Water

f) **Extract from the Dumbarton District Council List of Public Rights of Way and accompanying Map dated 1993 showing the claimed PROW.** Held in Argyll & Bute Council's Archives.

<u>DUMBARTON DISTRICT COUNCIL - RIGHTS OF WAY</u>				
<u>Map No.</u>	<u>Location</u>	<u>Description</u>	<u>Approx. Mileage</u>	<u>Six Figure Grid Ref.</u>
31	Colgrain	From Route A.814 through Boom Depot to Black Wood and foreshore.	0.4	NS324 798 319797
32	Ardmore	Ardmore Road to Site of Ferry Cottage, Cardross and Ardmore Road to Site of Point cottage, Cardross.	0.84	NS329 790 318784
33	Cardross	From Route A.814 at Tighmonach to Cardross Cemetery.		NS331 789
34	Cardross	From Route A.184 at Mollandhu Farm towards Drumhead Mid Lodge, Cardross.	0.2	NS334 785 336787
35	Cardross	Brooks Road, Cardross.	0.35	NS334 785 331778
36	Cardross	Murrays Road from Route A.814 to foreshore.	0.56	NS339 780 337773
37	Cardross	Church Avenue and Reay Avenue, Cardross.	0.24	NS343 777 345775
38	Cardross	From Drumhead West Lodge to Badyen Farm, to <u>Drumhead back gate</u> , down Avenue by mid and east lodges to Kirkton, Cardross.	1.20	NS333 794 343786
	Cardross	From Badyen Farm to Darleith Road, Cardross.	0.08	NS341 794
	Cardross	From Darleith Road to Auchensail Cardross to District Council Boundary.		NS343 796 347803
	Cardross	From Red Road through Darleith, down Darleith Road to Kirkton, Cardross.	1.30	NS343 806 343786
	Stonemollan, Bonhill	From farm service road off Luss Road over Stonemollan to Cardross Parish.	2.80	NS343 806 384817
39	Cardross-Carman	Continuation of road from Carman passing Asker, High Milndovan and Low Milndovan Farms joining Kilmahew Farm and continuing until it meets Barrs Road at Barrs Farm, Cardross.		NS369 783 344783
	Cardross	Low Milndovan Farm to Carman Road, Cardross.		NS356 786 356784
	Rocky Brae, Renton	From Carman Road by south side of Carman Reservoir and thence to Cardross Road.	0.80	NS384 783 374787
	McLaren's Brae, Alexandria.	From Millburn Road, Alexandria over moor to Cardross Road west of Carman Reservoir.	1.40	NS385 795 374787



g) Extract from the Local Development Plan Main Issues Report May 2011, Helensburgh East Area Map – Showing the potential of the site HL6 to be used for business and industrial use.

