

An aerial photograph of Helensburgh, Scotland, showing the town's harbor, residential areas, and surrounding hills. The town is built on a peninsula, with a large harbor to the west. The harbor water is a deep blue-grey, and the shoreline is a mix of dark rocks and sandy beaches. The town itself is a dense collection of buildings, mostly in shades of brown and grey, with some green spaces interspersed. In the foreground, there's a large, well-maintained green field. The background features rolling green hills and mountains under a sky filled with heavy, grey clouds. The overall tone is somewhat somber due to the weather, but the landscape is clearly visible.

VISION FOR HELENSBURGH LOCAL PLACE PLAN

Helensburgh Community Council
November 2025

Vision for Helensburgh

This is the first Local Place Plan (LPP) for Helensburgh and brings together years of work by the community. While it has been produced by Helensburgh Community Council, the material and themes included have been generated through extensive online and face-to-face community engagement.

Local Place Plans give communities a formal opportunity to develop proposals for the development and use of land and buildings within the place where they live. When registered by the Local Authority, LPPs 'are to be taken into account' in the production of the Local Development Plans.

Helensburgh today has a population of over 14,000 and is made up of the 18th century planned town with extensions to the east, west and north. Helensburgh is both a commuter town and a visitor destination. HMNB Clyde, the UK's main submarine base, is nearby.

The key themes that emerged as part of the public engagement and preparation of the LPP are:

-  **Climate Adaptation**
-  **Environment, Green Space & Biodiversity**
-  **Waterfront, Historic Town & Retail**
-  **Community Buildings & Services**
-  **Accommodation**
-  **Getting About**

The key objectives of the LPP for Helensburgh are to ensure that the town is adapting to climate change, that the Green Belt which is highly valued by the community should be protected, that the waterfront and Pier are enhanced, that Helensburgh has the community facilities and housing it needs, and that the growing town is easy to reach and get around.



In the LPP 24 Proposals are identified which outline the community's priorities in this regard.

Public consultation on the Draft LPP indicated a high level of community support for these Proposals.

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Welcome to Vision for Helensburgh, our Local Place Plan for Helensburgh.

This document is produced by **Helensburgh Community Council**, after an extensive engagement with the community, and covers the area for which HCC is responsible.

Contact

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Map of area covered by Helensburgh Community Council
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What is a Local Place Plan?

A **Local Place Plan (LPP)** is a new type of plan set out by Section 14 of the Planning (Scotland) Act 2019, amending the Town and Country Planning (Scotland) Act 1997. The regulations setting out the arrangements for the preparation, submission and registration of Local Place Plans is the Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021 and the Planning (Scotland) Act 2019.

They are designed to give communities an opportunity to develop proposals for the development and use of land and buildings within the place where they live.

They are also intended to stimulate debate regarding the community's future vision and aspirations and how to make improvements for a changing climate and economy.

Local Place Plans must be registered with the Local Authority and must be taken into account when preparing Local Development Plans for the Local Authority.

They must:

- Be prepared by a Community Body – Helensburgh's is prepared by Helensburgh Community Council.
- Be a proposal as to the development and use of land. Helensburgh Local Place Plan refers to land and buildings within the Helensburgh Community Council boundary.
- Make reference to current National and Local Authority documents, including National Planning Framework 4 (NPF4) The Scottish Government's National Planning Policy published 13th February 2023, and the current

Argyll and Bute Council (A&BC) current Local Development Plan (LDP2) adopted on 28th February 2024.

- Fulfil the legal requirements as set out in the 1997 Act and the 2021 Regulations.

Once completed, the Helensburgh Local Place Plan will be submitted to A&BC as evidence for consideration in the formation of the new Local Development Plan, LDP3 currently scheduled to be completed by 2029.

Why write a Local Place Plan?

Helensburgh Community Council is committed to the community being involved in meaningful consultation about planning decisions that will affect them.

Helensburgh Local Place Plan documents the aspirations for development, the priorities for protection, and the areas requiring improvement as voiced by the Helensburgh Community.

Issues remaining from LDP2 are outlined in Appendix B, and are addressed by proposals within this Place Plan.

It should be noted that this LPP is based on the information which was publicly available at the time of its preparation. (Note Appendix E.)

HCC trust that the Helensburgh Local Place Plan will form the basis for plans in LDP3 for our area, and will also be taken into consideration in all other strategic planning and decisions undertaken by A&BC and any other stakeholders.

What is a Community Action Plan?

A **Community Action Plan (CAP)** is not linked to planning legislation, unlike an LPP.

A CAP identifies local priorities and aspirations and can bring about positive change in areas such as learning, wellbeing, economic development, the environment and community empowerment. Enabling the community to define a vision and the steps required to accomplish it, delivery is achieved by local groups working together.

LPPs and CAPs work side by side, and proposals within this Local Place Plan which may also come under the remit of a Community Action Plan have been annotated with the acronym CAP.



Aerial view of Helensburgh

The Town of Helensburgh

Famous for its Victorian and Edwardian domestic architecture and situated on the north bank of the River Clyde, **Helensburgh is one of Scotland's most beautiful small towns.**

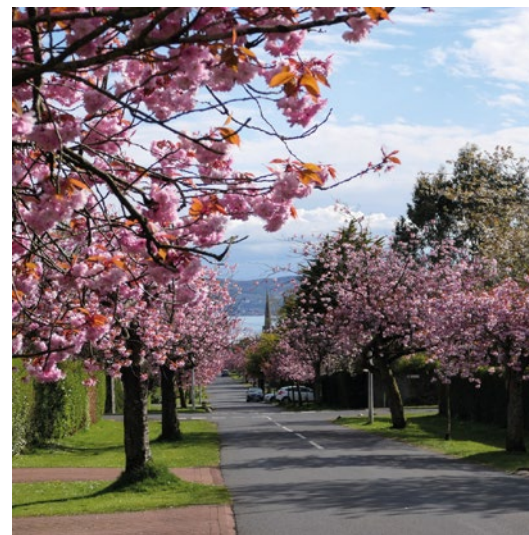
It began life as an 18th Century 'new town', and this heritage remains in its distinctive grid street layout, ample grass verges and magnificent cherry tree-lined streets.

Helensburgh, though distant from the seat of local government in Lochgilphead, has the largest urban population in the vast and predominantly rural region of Argyll and Bute (A&B). The Helensburgh and Lomond region (a third of A&Bs population) is separated from the rest of A&B by the natural feature of the Rest and Be Thankful, and is largely dependent on Helensburgh for urban services (in particular, secondary education).

Helensburgh still looks largely to Glasgow, to which it has a frequent train service. The West Highland railway line connects Helensburgh to the Highlands and Islands, via Oban, Fort William, and Mallaig, whereas the rest of Argyll & Bute is much more distant and thinly served by bus.

Helensburgh is variously influenced by:

- ❑ The Navy presence at HMNB Clyde, the largest military deployment in the UK.
- ❑ A large commuting population working in and around Glasgow (and increasingly from home¹).
- ❑ Substantial retired (but very active) community.
- ❑ Tourism, the Clyde, and the proximity of Loch Lomond and The Trossachs National Park, to which Helensburgh is viewed as a gateway.



Cherry Blossom Lined Streets



Helensburgh Esplanade

Summary Data

(Detailed background data is available in [Appendix C](#)).

The
Garden City of the Clyde
with a population of

14,127

in 2022



Helensburgh
is the
largest town
in **Argyll & Bute**



There are
3 Conservation
Areas and
13 Category 'A'
Listed Buildings



The population
is set to
grow



10-15% of
those employed
work at
HMNB
Clyde



25% of the
population
is
over
65



56%
of those
over 65
are
female



16% of the
population is
under
15



4 Primary
Schools

1 Secondary
School

1 Private School

1 SEN School

1 College
(UHI Campus)



1,324 of the population
report that their
day to day activities
are **limited a lot**
by disability



Helensburgh includes
one of the
10%
most deprived
areas in Scotland

18%
of children in
Helensburgh Central
live in **low-income**
households



Heritage and Attractions

Helensburgh enjoys exceptional views overlooking the Clyde Estuary to the hills beyond. Together with its rich variety of Victorian and Edwardian domestic architecture, set in a grid of wide tree-lined streets, it gives the town a unique sense of place, and attracts tens of thousands of visitors each year.

Residents and visitors enjoy its wide range of fine independent shops, cafés and good restaurants of many ethnicities. It is a centre for yachting, and has a wide range of sporting activities, including cricket, rugby, golf, football, swimming, athletics, hill-walking and bowls.

Whilst the area has a long history of settlement dating back to the Neolithic period, the town of Helensburgh:

- Was founded in 1776 by Sir James Colquhoun of Luss who named it after his wife Helen in 1785, receiving its burgh charter in 1802.
- Was christened the ‘**Garden City of the Clyde**’ in the 1930s.²
- Is bounded on three sides by its Green Belt and contains three Conservation Areas.
- Is the start of the **John Muir Way** footpath across Scotland, one of Scotland’s Great Trails. It is also on the **Three Lochs Way** (another of Scotland’s Great Trails), is the start of the **Argyll Sea Kayak Trail** and the **Wild About Argyll Bikepacking Route**, and is on the **Clyde Sea Lochs Trail**.³
- Has two train stations providing direct access to Glasgow and Edinburgh, is on the world-famous **West Highland Line**, and has a direct connection to London via the **Caledonian Sleeper**.
- Has a range of visitor attractions including **The Hill House** (National Trust for Scotland), **Scottish Submarine Centre**, **The Outdoor Museum** and **Hermitage Park**.

- Is forever associated with some famous innovators who have left their mark world-wide to this day:
 - **John Logie Baird**, the first person in the world to demonstrate a working television system.⁴
 - **Henry Bell**, a pioneer of tourism and steam powered navigation.
 - **Charles Rennie Mackintosh and Margaret Macdonald Mackintosh**, whose Hill House is considered a masterpiece of domestic architecture, and is recognised as part of the international Iconic Houses Network.

Our challenge is to retain this beautiful heritage whilst making the town an exciting and relevant place for the next generation.

Our engagement with the community in the creation of this LPP reveals people to be predominantly content with their town, and highly appreciative of our natural setting and built environment.



The Hill House, inside its protective 'Box'

But...

Nonetheless, there are a set of problems caused, in part, by that heritage. Amongst those problems:

- Helensburgh is less positively perceived by its younger residents than by the older cohort. Many young people leave Helensburgh after school because of a perceived lack of opportunity and amenities for them.
- Young families with children (many of them brought to Helensburgh by the Navy) are similarly concerned with some lack of support and amenities. Many Navy personnel are absent from their families for significant periods of time, amplifying these needs.
- Despite an overall above average prosperity amongst residents, there are pockets of significant deprivation in the town. Housing costs have risen significantly and there is a shortage of affordable housing.
- The climate is changing rapidly, making heavy rainfall, high winds, threat of coastal flooding, and increasingly frequent storms a regular feature of life. Both Helensburgh’s historic buildings and its 19th Century drainage are increasingly showing strain and decay. The beautiful sandstone buildings are expensive to maintain and hard to heat. At times of heavy rain, the drainage system causes untreated sewage runoff into the Clyde.
- Transport connections to Helensburgh are increasingly interrupted by the weather and surface water.

The Proposals in this LPP hope to address some of these issues.

How did we produce our Local Place Plan – Vision for Helensburgh?

Summary Process

A Steering Group was formed that included members from Helensburgh Community Council and co-opted members of the community with skills relevant to the task.

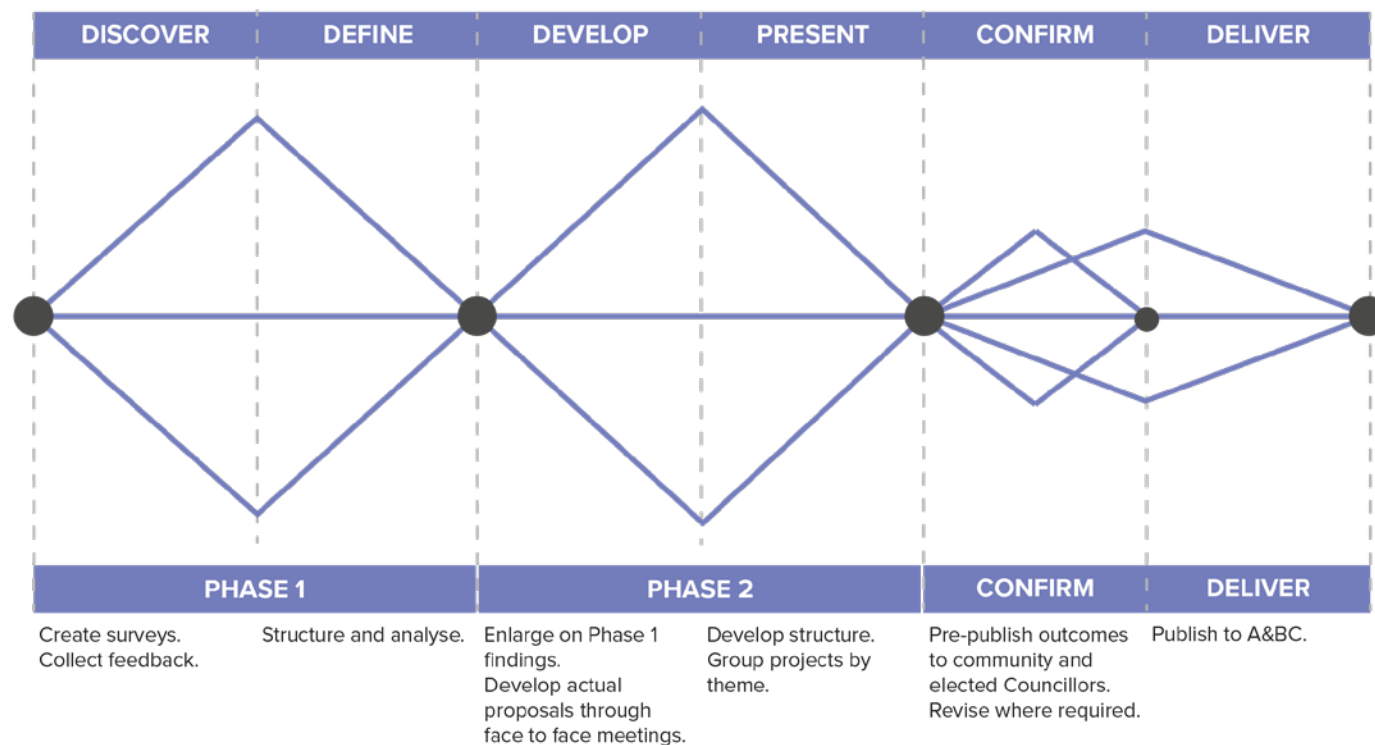
Steering Group meetings were held every three weeks with sub-group meetings held as required.

A phased approach was adopted, combining surveys (online and paper) and in-person engagement events.

From this process, **6 Themes** and **24 Proposals** were identified, which are outlined in this LPP.

The draft version of this LPP will be sent out for public consultation, prior to the document being finalised and submitted to A&BC for consideration in the formation of the new Local Development Plan, LDP3.

Model of the Process



Phase 1

Surveys for Residents, Businesses, Community Groups and Visitors

We created:

- ☐ A website 'visionforhelensburgh.org' and a Facebook page.
- ☐ A publicity plan including articles in the local press, Facebook, posters and leaflets.
- ☐ Lists of local businesses, clubs and societies with contact details for sending out the survey and invitations to drop-in events.
- ☐ Four survey questionnaires for residents, businesses, community groups and visitors.
- ☐ Paper-based survey questionnaire, available to download from the website and available in selected retailers.

423 surveys were submitted. The response data was analysed to identify key aspects regarding the future use of land and buildings in our community.

From this phase, **6 Themes** emerged:

- ☐ **Climate Change Adaptation**
- ☐ **Environment, Green Space and Biodiversity**
- ☐ **Waterfront, Historic Town and Retail**
- ☐ **Community Buildings and Services**
- ☐ **Accommodation**
- ☐ **Getting About**

These themes are outlined on page 10.

Phase 2

In-depth Discussions

The 6 themes identified in Phase 1 were subsequently explored, developed and added to by the Helensburgh community at 10 events held during February and March 2025, including drop-ins, focus groups and a community exhibition. Total participation over these events was 686.

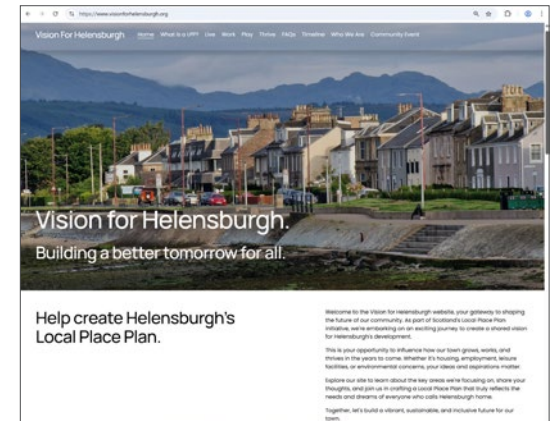
In addition, the local MSYP undertook a youth engagement process, and the Cove Park 'Youth Voice' programme of events also contributed material.

Overall, **4 Aims** were identified:

- ☐ **Conserve** – safeguard the character of the core built environment, the key buildings and streetscapes and those scenic views important to the community.
- ☐ **Enhance** – improve existing facilities and services, and the health of the built and natural environments.
- ☐ **Defend** – protect the community and area from potentially destructive natural events or damaging development.
- ☐ **Develop** – undertake transformational projects that increase the area's attractiveness and fulfil the community's aspirations.

Helensburgh community residents were updated throughout the process on the website, Facebook page and in the local press. Helensburgh Community Council members and the public were updated at the Community Council monthly meetings.

A detailed description of the full engagement process is contained in **Appendix C**.



Community Engagement

Through the engagement process, the following 6 Themes emerged.

CLIMATE CHANGE ADAPTATION	ENVIRONMENT, GREEN SPACE & BIODIVERSITY	WATERFRONT, HISTORIC TOWN & RETAIL	COMMUNITY BUILDINGS & SERVICES	ACCOMMODATION	GETTING ABOUT
Increased rainfall, high winds and sea level rise, storm surges, surface water flooding, coastal erosion and wind damage. Ensuring the town and heritage are protected from these threats, and that the community has plans in place as a priority.	The town has fine trees, verges, gardens, and green spaces. It is defined by its Green Belt and surrounded by woodland, moor, and coastal wetland of great importance for nature. Protecting and improving these natural assets is essential.	Conservation of the 19th century buildings and waterfront is key to the town's identity, attractiveness, and economy. Restoration and reuse of heritage buildings for community and retail purposes is desired, alongside a vibrant waterfront providing leisure facilities for the whole community and visitors to enjoy.	Improved provision for young people and families for leisure and wellbeing, including indoor and outdoor facilities for children and young people for active play. Increased provision for preschool and wrap-around child care. Public toilets are vital for residents and visitors.	New housing should be energy-efficient, suited to the climate, and have access to services and facilities. Increased provision of smaller homes, affordable homes and visitor accommodation, to meet the identified needs of the community and visitors. Prioritising reuse of brownfield land over Green Belt.	A connected network of active travel routes, removing obstacles, prioritising pedestrians and linking to public transport. Parking to access the town centre, provide for visitors, and connect to public transport. Space for coach parking is essential to encourage tourism.

We received numerous supporting comments from the community, for example:

■ Climate Change Adaptation

'Fix the damaged walls on the seafront for flood defences'

'A major redevelopment of the seafront is required to flood-proof the town from rising sea levels'

'More information for waterfront businesses and residents on flood prevention'

'Flooding risks are increasing – we need better urban drainage solutions'

'Clean up the foreshore and ensure that no sewage is allowed to contaminate it'

'Flood and storm work on the train line so it can be more dependable so people would use it'

■ Environment, Green Space & Biodiversity

'Maintain the Green Belt and protect woodlands from unnecessary development'

'Supporting urban farming initiatives in parks and underutilised spaces'

'Duchess Wood and other ancient woodland areas should be protected and come under community ownership'

'More areas should be set aside as nature reserves to protect local wildlife'

'The town's green spaces should be protected and improved – they are essential for community wellbeing'

'Definitely more allotments – we've been on the waiting list for a long time'

■ Waterfront, Historic Town & Retail

'We need a community friendly area on the waterfront not another supermarket'

'Repair/build new pier to gain tourist from the Waverley and the cruise ships docking in Greenock'

'The waterfront should have more public space improvements – benches, seating, shelter'

'There should be permanent infrastructure to support more community events and activities'

'Encourage more use of Colquhoun Square and the waterfront for community events'

'A dedicated museum for John Logie Baird and Henry Bell could attract visitors'

■ Community Buildings & Services

'Something to stimulate the body and mind for all ages, such as skate parks, play areas, and outdoor gyms'

'We need more youth centres with activities like music, pool tables, and creative arts spaces'

'The Tower should be saved as a theatre, cinema, and community facility'

'We need a proper venue for community events, concerts, and exhibitions'

'More public art installations would enhance the town's visual appeal'

'More public toilets needed, especially for elderly and visitors'

■ Accommodation

'With all the new housing developments, we need more GPs and medical services'

'There are many empty, dilapidated buildings that could be turned into additional accommodation'

'More community-led hospitality spaces would benefit residents and visitors'

'We need more bungalow type houses for people wishing to downsize'

'Helensburgh needs more B&B & hotel accommodation'

'All new developments should consider long-term sustainability and climate impact'

■ Getting About

'More cycle paths, walking routes, and outdoor fitness spaces should be developed to encourage a healthier lifestyle'

'Some back streets have no pavements, let alone access for people with walking difficulties'

'Wheelchair access all around the town, especially in residential areas is extremely poor.'

'The extension of the circular bus to cover all areas of the town'

'More charging points for cars and bicycles'

'New coach parking for visitors and tours'

Word Cloud Generated from Phase 2
Community Engagement⁵

During the community engagement a number of priorities emerged within each theme. These priorities informed the specific proposals.



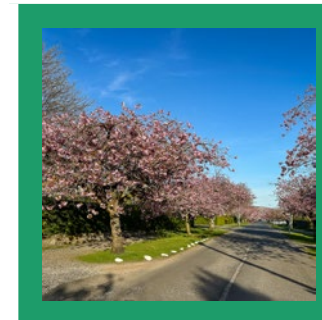
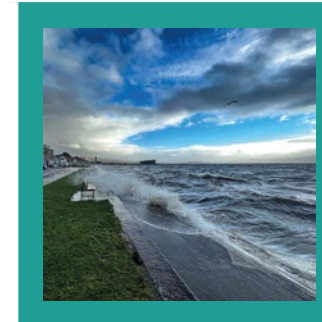
Community Vision:

Helensburgh will remain a thriving, welcoming coastal town by prioritising climate adaptation, heritage, local retail, waterfront attractions, sustainable transport, biodiversity, affordable housing and a healthy Clyde. Our collective efforts will make Helensburgh the best place to be, ensuring future generations can enjoy the community's unique character and quality of life.

From our two-stage investigation, the community wishes to see the following recommendations prioritised:

-  Providing solutions for drainage and sea defence infrastructure to mitigate the effects of increased rainfall, high winds and flooding from both storm surge and surface run off.
-  Repairing and conserving our beautiful built and natural environment, while making it fit for purpose in the coming century.
-  Conserving our ancient wood and moorland, verges and street trees, valuing urban biodiversity and green space, and improving the condition of our burns and the Clyde.
-  Defending the Green Belt whilst encouraging rural evolution in food production, open air recreation, green energy and tourism.
-  Enhancing our waterfront and town centre assets (the Pier, Pierhead Site by the Leisure Centre), bringing them back into vibrant community use.
-  Preserving and promoting success for our independent businesses and ensuring that they can work in high quality and affordable buildings.
-  Developing community spaces, employment and leisure facilities for youth and young families, making Helensburgh a place that young people and families want to come to, stay in and return to.
-  Supporting A&BC's response to the housing emergency by appropriate development of sustainable, resilient, energy-efficient housing, including housing adapted to the needs of older people.
-  Ensuring that visitors to the town (for business and for pleasure) have sufficient attractive overnight accommodation.
-  Establishing a network of active travel routes connecting to public transport to enable commuting and leisure options for both the community and visitors.
-  Setting aside enough parking provision for buses, cars, vans and motorbikes to enable spaces to be available for the community, workers and visitors, encouraging shopping locally and visiting the town's attractions.

Within each Theme a series of Proposals was developed to address the community's priorities and aims.



		CONSERVE	ENHANCE	DEFEND	DEVELOP
CLIMATE PROPOSAL 1	Protect infrastructure and buildings from the effects of heavy rain and strong winds due to Climate Change.				
CLIMATE PROPOSAL 2	Protect infrastructure, buildings and water quality from the effects of flooding due to Climate Change.				
ENVIRONMENT PROPOSAL 3	Manage density of development and protect Green Belt including Empress Fields.				
ENVIRONMENT PROPOSAL 4	Preserve and improve the biodiversity of Helensburgh's Green and Blue Spaces.				
ENVIRONMENT PROPOSAL 5	Protect Helensburgh's Nature Corridors as the heart of a wider Local Nature Network.				
ENVIRONMENT PROPOSAL 6	Identify and acquire sites for Growing Spaces.				
TOWN PROPOSAL 7	Develop Helensburgh Pierhead Site as a Community and Leisure Space.				
TOWN PROPOSAL 8	Regenerate Helensburgh Pier.				
TOWN PROPOSAL 9	Develop policies to support independent retail and businesses in Helensburgh to maintain and enhance the vitality and viability of Helensburgh Town Centre.				
TOWN PROPOSAL 10	Restore and protect the historic streetscape of Helensburgh.				
COMMUNITY PROPOSAL 11	Save The Tower Arts Centre.				
COMMUNITY PROPOSAL 12	Develop Indoor Multi-Use Facilities.				
COMMUNITY PROPOSAL 13	Establish a Youth Centre for recreation, wrap-around care, health and wellbeing.				
COMMUNITY PROPOSAL 14	Build a permanent Skatepark on the Pierhead Site.				
COMMUNITY PROPOSAL 15	Improve and maintain Outdoor Sports and Play Areas.				
COMMUNITY PROPOSAL 16	Establish a Community Sports Centre and Educational Outdoor Learning Base at the old Hermitage Primary Annex.				
COMMUNITY PROPOSAL 17	Develop a Pump Track and Active Play Area at Kirkmichael, with Community Space.				
ACCOMMODATION PROPOSAL 18	Prioritise affordable housing and smaller housing units.				
ACCOMMODATION PROPOSAL 19	Developments should be sustainable and carbon neutral.				
ACCOMMODATION PROPOSAL 20	Increase provision of Visitor Accommodation.				
GETTING ABOUT PROPOSAL 21	Maintain roads and consider additional measures to ensure safety of all users.				
GETTING ABOUT PROPOSAL 22	Car, Campervan and Coach Parking, EV Charging and Public Transport facilities to be improved.				
GETTING ABOUT PROPOSAL 23	Develop a network of Active Travel Routes across the town and improve signage.				
GETTING ABOUT PROPOSAL 24	Improve accessibility through upgrading and repair of pavements and dropped kerbs.				

Key: Primary Aims are indicated by 100% colour tint, Secondary Aims are indicated by 50% colour tint.

Local Place Plans must make proposals as to the development and use of Land and Buildings.

Therefore, each Proposal in this Place Plan refers to potentially relevant land and buildings.

We have defined these as **Areas** and **Locations**.

- **Areas** are wide, and sometimes overlapping.
- **Locations** refer to defined places, which may be land *or* buildings.

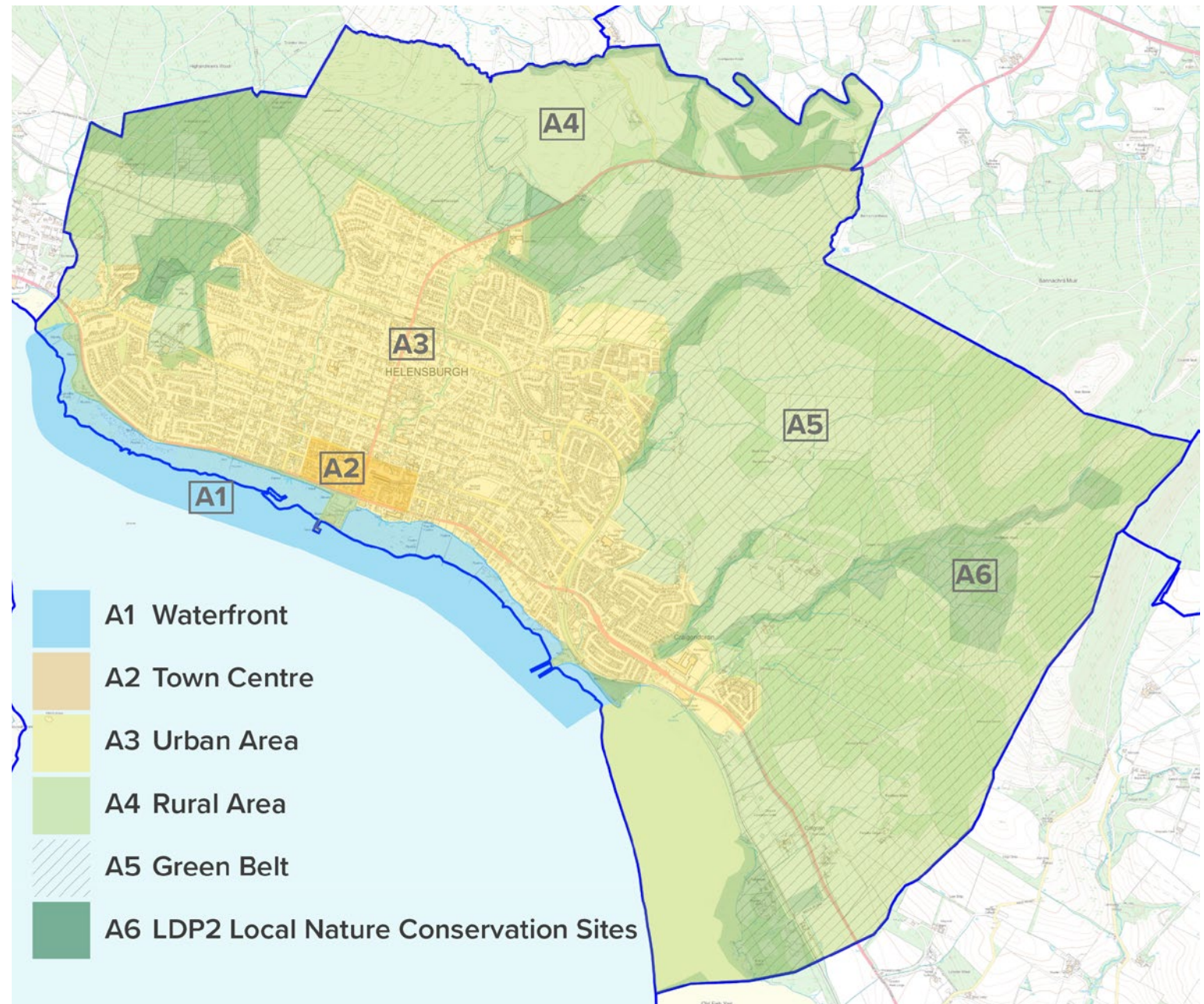
We have provided 2 maps to indicate these Areas and Locations.

The numbering of Areas and Locations is consistent throughout the document.

Locations are numbered according to a concentric pattern starting from the Pier.

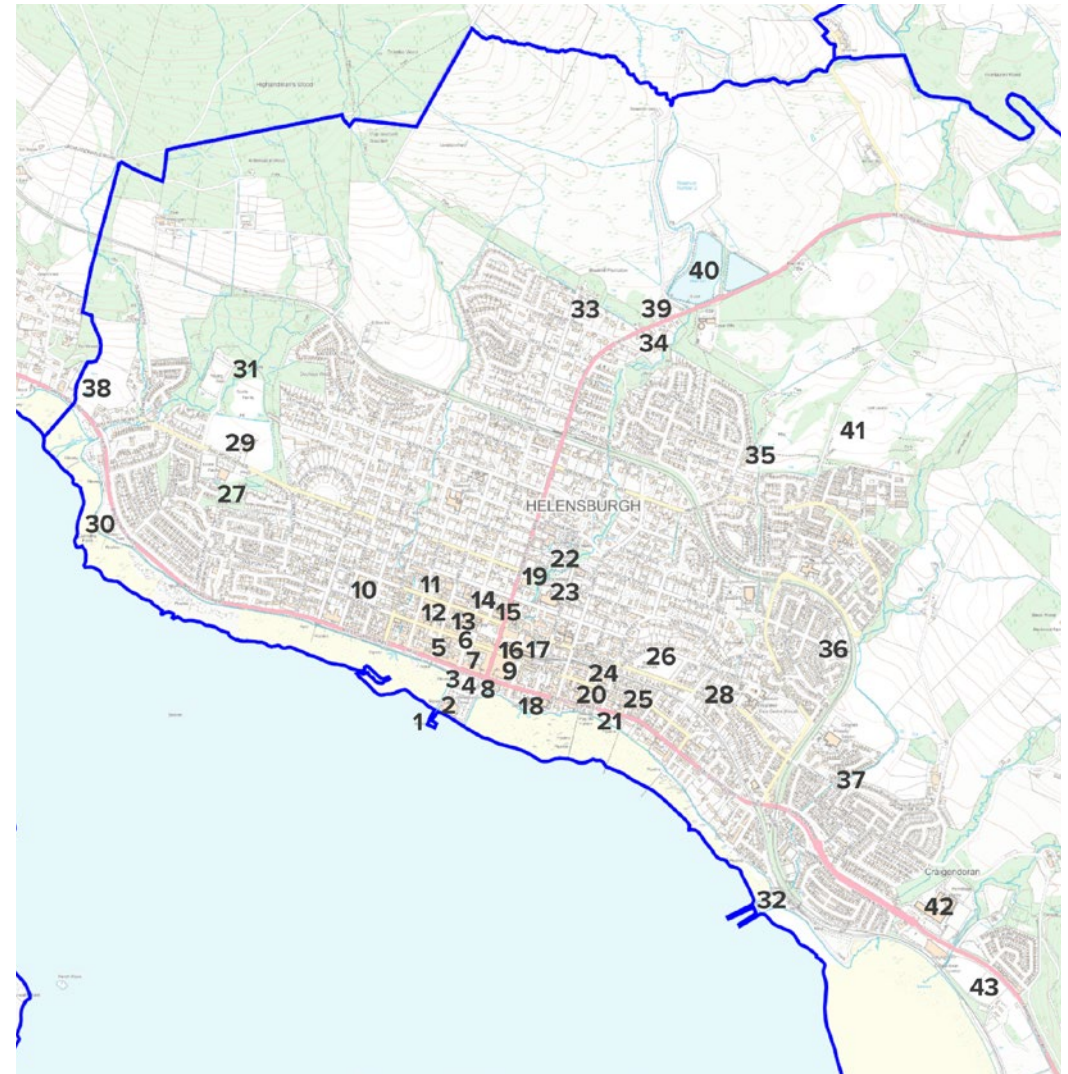
Each Theme has a map showing the Areas and Locations specific to the Proposals within that Theme.

Areas



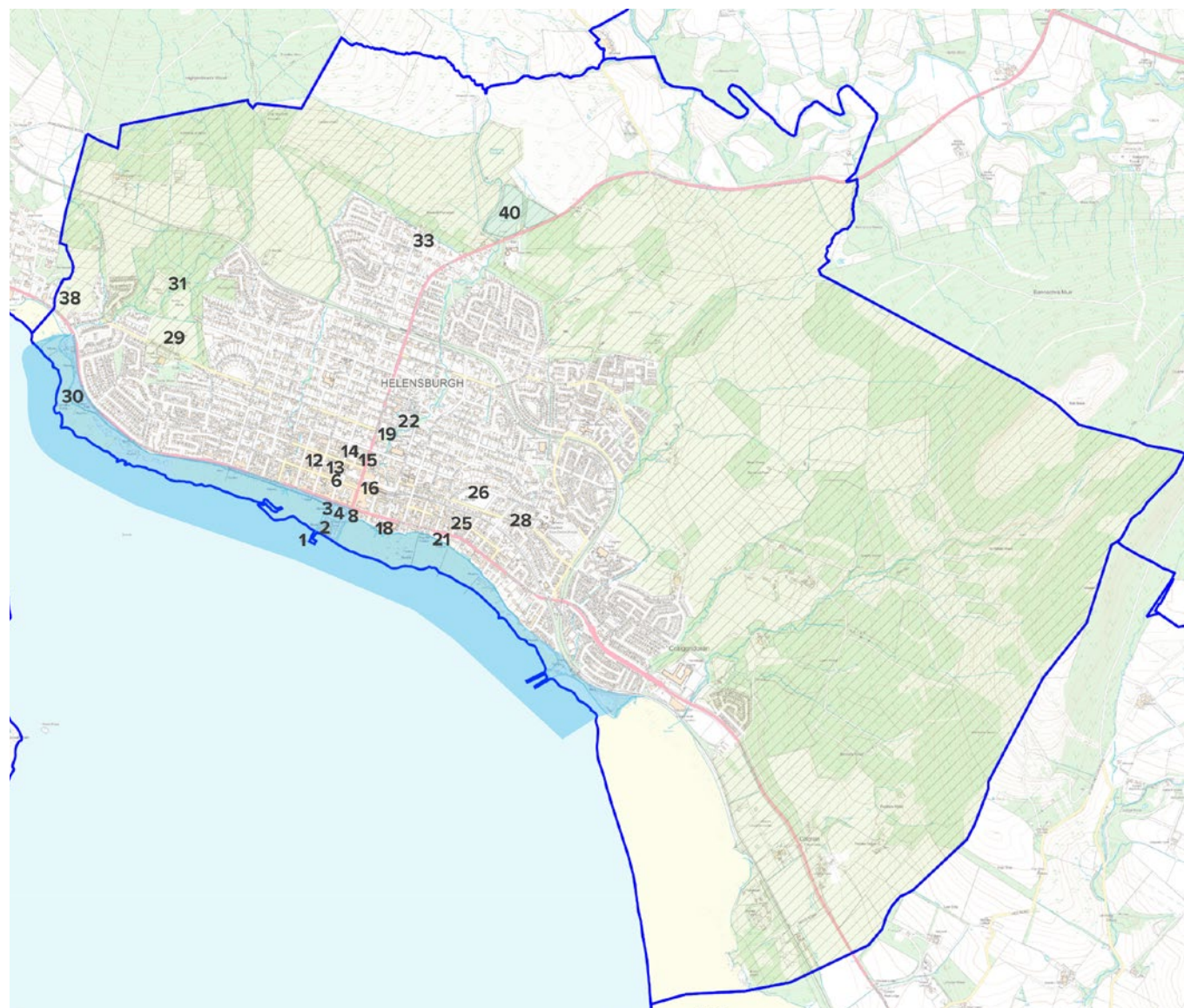
Locations

- | | |
|--|--------------------------------|
| 1 Pier | 22 Hermitage Park |
| 2 Leisure Centre | 23 Hermitage Primary Annex |
| 3 Skatepark | 24 George Street Yard |
| 4 Pierhead Site | 25 Helensburgh Community Hub |
| 5 JLB/La Scala | 26 East King Street Park |
| 6 Colquhoun Square | 27 Castle Woods |
| 7 14-18 Colquhoun Street | 28 Jean's Bothy |
| 8 Clocktower | 29 Rugby and Cricket Fields |
| 9 Maitland Street Car Park | 30 Kidston Park |
| 10 Telephone Exchange | 31 Duchess Woods |
| 11 Corner of John St / West King St | 32 Craigendoran |
| 12 Helensburgh Library | 33 The Hill House |
| 13 Helensburgh Parish Church and Halls | 34 Walkers' Rest |
| 14 The Submarine Centre | 35 Helensburgh Golf Club |
| 15 The Tower Arts Centre | 36 Kirkmichael Play Area |
| 16 Central Station | 37 Redgauntlet Play Area |
| 17 Multistorey Car Park | 38 Empress Fields |
| 18 Civic Centre | 39 Filter Station |
| 19 Victoria Halls | 40 Reservoirs and Skating Pond |
| 20 10 Lomond Street | 41 Golf Course Site |
| 21 East Bay | 42 Hermitage Academy |
| | 43 Colgrain Business Park |



LPPs are required to provide a map of land or buildings considered to be of significance to the local community.

- 1 Pier
- 2 Leisure Centre
- 3 Skatepark
- 4 Pierhead Site
- 6 Colquhoun Square
- 8 Clocktower
- 12 Helensburgh Library
- 13 Helensburgh Parish Church and Halls
- 14 The Submarine Centre
- 15 The Tower Arts Centre
- 16 Central Station
- 18 Civic Centre
- 19 Victoria Halls
- 21 East Bay
- 22 Hermitage Park
- 25 Helensburgh Community Hub
- 26 East King Street Park
- 28 Jean's Bothy
- 29 Rugby and Cricket Fields
- 30 Kidston Park
- 31 Duchess Woods
- 33 The Hill House
- 35 Helensburgh Golf Club
- 38 Empress Fields
- 40 Reservoirs and Skating Pond
- A1 Waterfront
- A5 Green Belt

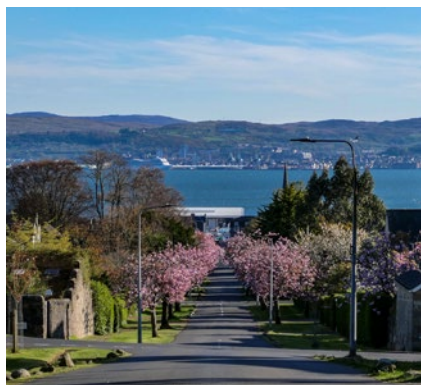


Significant and memorable views to and from, and within places, help to make the town unique and distinctive. Helensburgh's grid pattern provides views down tree-lined streets including looking south towards the Firth of Clyde or east and west out to the surrounding hills.

From Upper Helensburgh, a panoramic view of Helensburgh and the Clyde Estuary can be enjoyed, with Arran's Goatfell on the horizon, while views from Helensburgh's Reservoirs and Skating Pond look towards Loch Lomond and the hills above Glen Fruin. There is a designated Local Landscape Area (LLA) above Helensburgh.⁶

Looking back at the town from the Pier, Helensburgh is framed by its Green Belt, the distinctive line of the Blackhill Plantation and the hills beyond, including Tom na h-Airidh and Ben Bowie.

Aerial photographs of the town show Helensburgh situated between the Clyde and Loch Lomond and surrounded on three sides by green spaces and hills. This situation affords us many significant and amazing views.



HELENSBURGH LOCAL PLACE PLAN

We identify below 'sites of opportunity'; currently under-used, decaying or derelict locations.

LOC.	PLACE	DETAILS	POTENTIAL USE	PROPOSAL(S)
4	Pierhead Site	Undeveloped site	Leisure/ Tourism	7, 9, 12, 13, 14, 22
5	JLB/La Scala	Historic Cinema last used as pub	Youth centre/ display centre	13
7	14-18 Colquhoun Street plus area accessed from West Princes Street	Empty dilapidated town centre site. Previously used as a car park. Also unused area behind Wilkies/Tesco.	Housing or business	9, 18
8	Clocktower	Unused and decaying 19th C tower	Business	
10	Telephone Exchange	Mostly empty because of technology advance	Housing	13, 18, 20
11	Corner of John St and West King St	Undeveloped site	Housing	13, 18, 20
17	Multistorey Car Park	In full use: not pretty and will need update	Update or rebuild	9, 22
20	10 Lomond Street	Fire damaged building	Housing	18, 20
23	Hermitage Primary School Annex	Site of old Hermitage Victorian school building (demolished)	Playground	15, 16
24	George Street Yard	Unused town centre site next to railway	Housing	13, 18
32	Craigendoran Pier	Ruined pier	Tourism	22
34	Walkers' Rest	Under-used parkland with limited access	Allotments or community orchard	2, 6
39	Filter Station	Derelict water pumping station	Mixed Use	

Sites of Opportunity





5: JLB/La Scala



10: Telephone Exchange
24: George St. Yard



39: Filter Station
34: Walkers' Rest



7: 14-18 Colquhoun St.



8: Clocktower

Underused or Derelict Sites

Several of the propositions in this Place Plan (in particular, accommodation, tourist attractions and activity sites) need locations to be identified, and the 'sites of opportunity' are potential options.

□ **CAP RECOMMENDATION:** Form a Project Group to determine who owns underused sites or buildings; why they are in their current state, such as neglect, or change of circumstances; what, if any plans are there for development or redevelopment; and what legal or planning impediments may be in place.

Plans for priority buildings identified by the CAP project would need to be developed.

Specialists from within the Helensburgh community could be invited to develop proposals.

Community buyouts could be explored alongside other funding sources.

The benefits of pursuing this strategy would be economic, job creation, active living, tourism boost, environmental, food production, self-sustainability and adding to the town's scenic appeal.

Under its 'Right to Regenerate' Scheme⁷, Scottish Government support for regeneration falls into the following categories:

- Community-led regeneration,⁸ delivered through the Empowering Communities Fund.⁹
- The Place Principle.¹⁰
- The Place-Based Investment Framework.¹¹

- Town centre regeneration, including the Town Centre Action Plan and Town Centre First Principle.¹²
- Capital investment.¹³
- Business Improvement Districts (BIDs).¹⁴
- Social inclusion and poverty reduction.¹⁵

Proposals, Locations and Policy

The figure on the next page summarises which Areas and Locations are relevant to each Proposal.

The Proposals are then presented in detail, grouped under the 6 Themes identified by the community.

Each Proposal consists of a series of recommendations, listing possible locations and referencing the relevant planning policies from NPF4 and LDP2.

VISION FOR HELENSBURGH LOCAL PLACE PLAN - 2025 □ 21

■ PROPOSAL 1

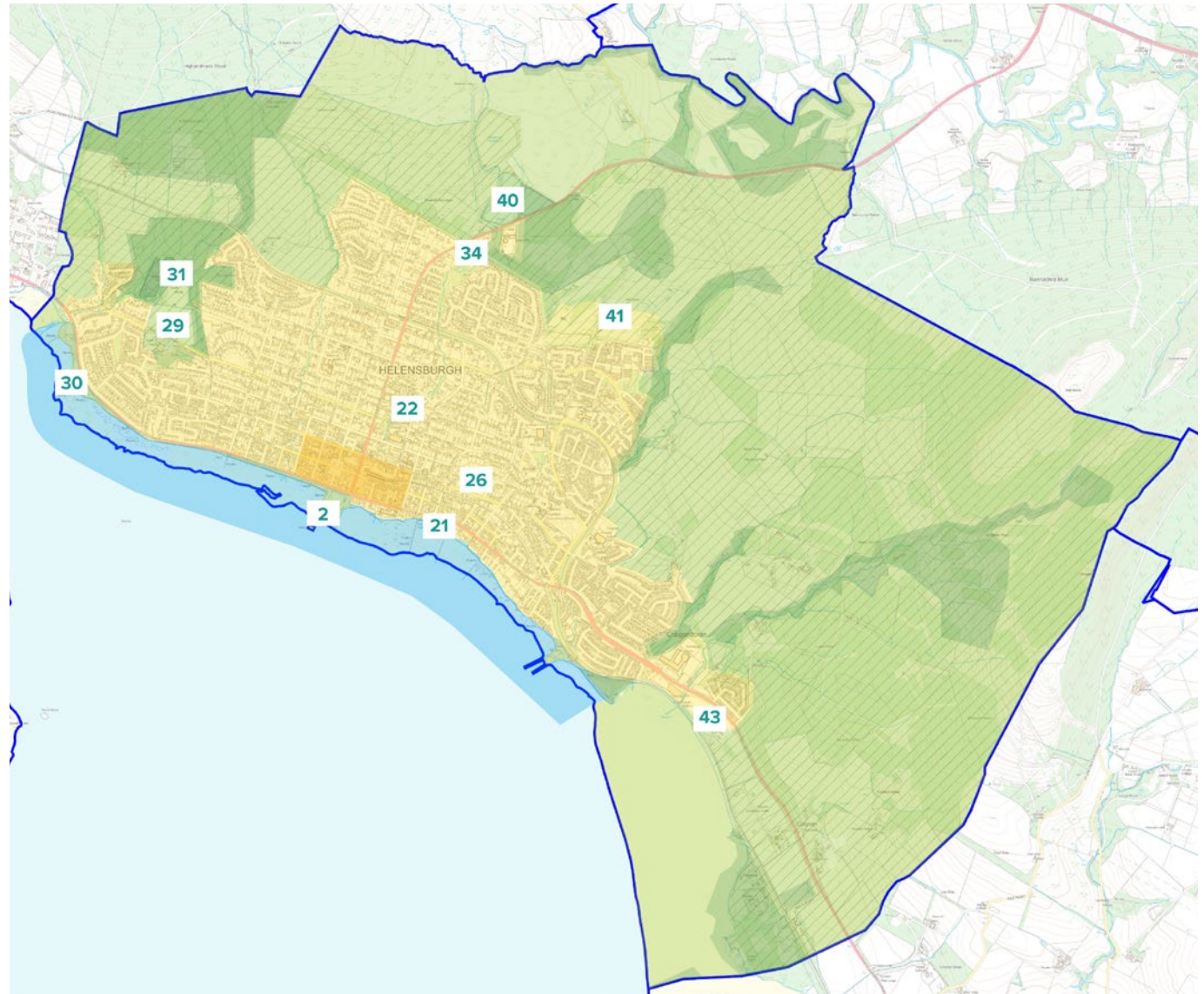
Protect infrastructure and buildings from the effects of heavy rain and strong winds due to Climate Change

■ PROPOSAL 2

Protect infrastructure, buildings and water quality from the effects of flooding due to Climate Change

Climate Proposal Locations

- 2 Leisure Centre
- 21 East Bay
- 22 Hermitage Park
- 26 East King Street Park
- 29 Rugby and Cricket Fields
- 30 Kidston Park
- 31 Duchess Woods
- 34 Walkers' Rest
- 40 Reservoirs
- 41 Golf Course Site
- 43 Colgrain Business Park
- A1 Waterfront
- A2 Town Centre
- A3 Urban
- A4 Rural
- A5 Green Belt
- A6 Local Nature Conservation Sites



Context

Sea level is rising faster than previously predicted due to thermal expansion caused by higher mid-ocean temperatures against current predictions based on glacial melt and icecap melt. This represents a significant risk.

The only long-term solutions to this growing threat are raised sea defences or controlled abandonment of shoreline settlement. Given that this stretch of coast contains most of Helensburgh's historic assets and around 600 properties are at risk, abandonment is not an option.

Helensburgh is sited on a south-facing slope breasting the Clyde Estuary, protected and enhanced landward by Green Belt, the Highland Fault Line to the west, peat moorland and Loch Lomond and The Trossachs National Park to the north and rolling farmland to the east.

This location brings natural benefits but also downsides. The sunny position at the upper limit of the Clyde estuary contrasts with direct exposure to the prevailing south westerly wind funnelling up the long fetch of the Firth from the Irish Sea, the north westerlies accelerating down the Gare Loch and

in the rain belt windward of the Highlands. Climate change is bringing heavy weather events, strong winds and colossal downpours or constant rain more often, with less remit, for longer periods

It is widely accepted there is a climate crisis. The change is apparent in Helensburgh. It affects the infrastructure, travel, local economy, and wellbeing.¹⁶ Examples include disrupted travel; flooding, damage to buildings, cancelled or ruined events due to high winds and heavy rain.

This was reflected both in the survey and face-to-face consultation, with much increased recognition and concern about the effects of Climate Change compared to the 2022 'Vision for Helensburgh' event. In the response to Argyll and Bute Community Planning Partnership Outcomes Improvement Plan 2024-2034, Helensburgh and Lomond was the only area with climate change as a top three priority.¹⁷

Respondents expressed strong support to preserve, repair and enhance what we have and recognised that the green and blue environment not only enhances but protects.

Helensburgh has many desirable and prized features that are similar to those used by modern urban planners to mitigate the effects of Climate Change. They were built into Helensburgh's early town plan and supplemented by homeowners.¹⁸ Lots of green spaces, iconic mature specimen trees,¹⁹ hedges, gravel paths and streets lined with flowering trees, allowing excess water to be absorbed. Grass verges with French drains and swales, equivalent to modern 'rain gardens' collect, slow and channel water.

Urban woods, tree bound riparian strips and semi-natural and ancient woodland run up to a peat upland absorbing carbon, moderating run-off, holding water against drought and protecting the town.

As the town has grown the proportion of space given to nature and nature solutions has diminished.

Whilst protecting green spaces as natural solutions for climate adaptation and mitigation is important, it must also be recognised that **proactive steps are required to preserve and protect the town for the future.**



Flooding on West Clyde Street



The storm damaged Leisure Centre roof



Seawater breaking over the Promenade

■ PROPOSAL 1

Protect infrastructure and buildings from the effects of heavy rain and strong winds due to Climate Change

Travel Disruption to a Commuter Town

Good outward travel connections attract people working in the Central Belt to live in Helensburgh. Some local business staff commute in and many travel to HMNB Clyde through Helensburgh.

Road traffic along the A82 and A83 trunk roads and the local A814 is increasingly disrupted by weather events driven by climate change.

Local train services are particularly fragile: flooding, salt spray causing electrical faults and structural damage to pantographs. On the West Highland Line fallen trees and landslides interrupt journeys.

Reliable public transport is a climate mitigation measure cutting carbon from numerous cars. Due to poor local bus services and reduced certainty of trains running these services are being abandoned in favour of cars. This also creates a problem for those who can't afford or are unable to drive, widening inequity in our community.

Buildings

The general state of commercial buildings and tenements in the town centre was frequently raised in the consultation.

Expensive repairing leases and long-term landlord neglect of old sandstone buildings leave them vulnerable to Climate Change with increasing



Helensburgh Leisure Centre after Storm Éowyn

storms and driving salt spray. Reasons for businesses closing in the last year were cited as being due to unsafe buildings: collapsed culverts and subfloors, subsidence, rotten supporting beams, and water ingress.

Storm Éowyn (January 2025) saw the spectacular failing of the new Helensburgh Leisure Centre roof.

Quote from a drop-in:

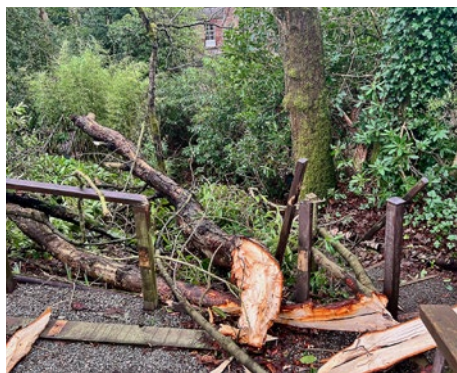
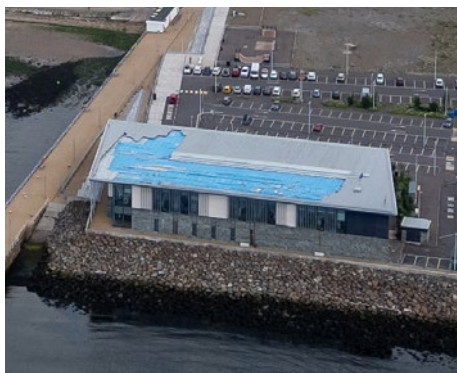
'it might be a one in a hundred-year storm but we have had a few every winter'.

With the recognition that extreme weather events will become more frequent, action needs to be taken.

PROPOSAL 1: Protect infrastructure and buildings from the effects of heavy rain and strong winds due to Climate Change

LOCATIONS: 2, A1, A2, A3

- **1.1:** Protect infrastructure and utilities from the effects of climate change including extreme heat, storm force winds, and heavy rainfall. Invest in and enhance infrastructure and utility network resilience. Design new infrastructure with resilience in mind and develop policies to anticipate and manage climate related disruptions. (See also Proposal 19.1).
- **1.2:** Ensure that repairs to the Leisure Centre take due account of the projected weather trends, and that the building is adequately defended against them.
- **1.3:** **CAP** In conjunction with measures taken by A&BC develop a resilience plan for householders and businesses to cope at a local level with sudden onset emergencies, guided by national strategy plans.



Strong winds cause damage to buildings, bring down trees and exacerbate flooding.

NPF4

POLICY 1	Tackling the Climate and Nature Crises
POLICY 7	Historic Assets and Places
POLICY 13	Sustainable Transport
POLICY 20	Blue and Green Infrastructure
POLICY 22	Flood Risk and Water Management

LDP2

POLICY 05	Design and Placemaking
POLICY 08	Sustainable Siting
POLICY 55	Flooding

■ PROPOSAL 2

Protect infrastructure, buildings and water quality from the effects of flooding due to Climate Change

Flooding²⁰

There are four types of flooding to consider:

- **Pluvial** (surface water flooding, caused by heavy rain overwhelming the drainage capacity).
- **Fluvial** (caused by overflow of existing watercourses, including wastewater).
- **Coastal sea level rise.**
- **Coastal storm surge.**

Pluvial Flooding

Surface water flooding from heavy or sustained rainfall is causing damage and disruption on a regular basis across the town, exacerbated on the seafront by storm surge which in exceptional circumstances causes back pressure to sea-outlets.

Hard surfacing or mono-blocking and laying artificial grass that has a low permeability causing water to lie or stream should be an enforceable planning issue.

Flooding from woodlands, golf courses and other green spaces: this is most apparent with new-build encroaching into land that previously acted as a natural sponge and where the old settled natural drainage is disturbed.

Flooding occurs at Kent Road from the golf course, from the field and Duchess Wood at Templeton Way, from the hill into Alder Gate and surface water is a problem at the old Hermitage Academy site.

Building on current wetted uplands or on areas likely to be compromised as per the SEPA flood maps should be restricted.

Roads, culverts, verges, drainage, and treatment of wastewater to be planned, maintained and monitored: green verges are a natural solution that act as sponges and help to soak up excess water.

Fluvial Flooding

There is a plethora of burns running down through the bounded area, subject to erosion at high flow and blockage from falling and uprooted timbers trees and vegetation. There have been a number of serious collapses causing severe flooding and/or damage to property and during this consultation, reports of failing stone work and undermining of parapets.

Coastal Flooding Sea Level Rise

Throughout the consultations preference was shown for work to incorporate lasting benefit for leisure activities for locals and tourists.

A much-improved wider esplanade, with space for walkers and cyclists with sea and sun bathing and beach areas designed-in would be well used and welcome.²¹

Coastal Storm Surge

Currently metrics for storm surge are in the development stage with complicated variables. This needs to be monitored so the latest research can be applied to local planning.

The Combined Effect of Flooding on the Town

The early layout of the town is in a north-south, east-west grid pattern, with dense tenements with ground level retail space in the lower town and fine villas in large plots tiered on the slope of the upper town.²² Following this 18th and 19th Century development, numerous small and medium sized estates, subdivision of villa gardens for housing and infilling has increased the population, leading to more hard surfacing, pressure on infrastructure, and on services, utilities, sewers, drainage and transport routes.

The central historic Conservation Areas of the town are still served by the Victorian combined drainage and sewage system.^{23,24}

At times of heavy rain, the combined wastewater system causes sewage to overflow into burns, onto beaches, and into the Clyde. Our wastewater system has lasted well beyond expectations, but we need to plan for a major upgrade, separating sewage completely from drainage.

The surrounding land drains into a number of small burns that flow through the town before discharging into the River Clyde. During heavy rainfall the culverts will burst water from gratings several streets up the hill, adding to the surface water creating impassable roads and closing businesses. This situation is made worse by traffic driving through the flood water and creating bow waves that flood nearby properties.

Utilities are also affected. Roads and pavements are regularly dug up; sub road junction boxes are intermittently filled with water, affecting electricity, communications, street lighting and traffic lights. The repairs then contribute to the disturbance of surface water drainage pipes which may be weakened or damaged.

Many utilities are under pressure from population growth and climate factors; capacity and climate driven disruptions, especially flooding and drought, are causing significant problems. There have been three major ruptures in fairly new plastic sewer pipes in West Clyde Street and bursts in mains water and other sewerage and drainage pipes. Sewage is piped along the seafront at a level close to storm surge height (fresh water is pumped from Loch Lomond and Loch Sloy).

Water Quality

The waters around Helensburgh are important to the town, **both residents and visitors talked of the attractiveness of the greenness, the open vistas to the water and hills, walking along the seafront and the beaches**, sailing, kayaking, wind-surfing and other water sports.

Local freshwater burns have been tested by volunteers and reflecting limited pastoral agriculture and good practice they were found to have low levels of phosphates and nitrates.

However, there was uncertainty in the cleanliness of seawater for bathing and problems with eutrophication causing plant and algae growth in the water and piling up on the beaches. Previously confined to late summer this is now apparent as early as Easter.

Current and Future Flood Risk – SEPA Flood Maps

- **BLUE** High Risk of River Flooding
- **PURPLE** High Risk of Surface Water and Small Water Course Flooding
- **GREEN** Coastal Flooding based on sea-level rise.²⁵



PROPOSAL 2: Protect our infrastructure, buildings and water quality from the effects of flooding due to Climate Change

LOCATIONS: 21, 22, 26, 29, 30, 31, 34, 40, 41, 43, A1, A2, A3, A4, A5, A6

- **2.1:** Planning policy to give rigorous regard to potential risk of flooding or displacement of drainage within the natural environment, including planning for extreme rainfall events. (See also [Proposals 19.2, 19.3](#)):
 - Replacement driveways and other areas of hard standing to require planning permission and must have as a condition a fast-draining permeable surface.
 - Verges are an important natural solution for drainage and must be maintained, with routine clearing of gullies. Verges must be fully restored following any kind of intervention.
 - Defend currently designated Local Nature Conservation Sites (LNCS) and Open Space Protection Areas (OSPA) supporting mitigation and adaptation. Value the Green Belt as an asset for nature-based climate adaptation and assign appropriate conservation status recognising its role in water retention and preventing flooding. (See also [Proposal 3](#)).
- **2.2:** Separate sewerage from surface and storm drainage through Sustainable Urban Drainage Systems (SUDS) where possible to reduce sewage and wastewater nuisance on the Clyde foreshore. (See also [Proposal 19.4](#)).
- **2.3:** Ensure proper maintenance of existing drainage infrastructure.
- **2.4:** A2006, LDP2 (A1/A2) A&BC and the Government to plan and fund improved sea defences or mitigations.
- **2.5:** Maintain and enhance the current seawall and rock armour defences. Remove marine debris promptly so it does not cause unnecessary damage.
- **2.6:** Redesignate the development area B2001, LDP2 (43) at Colgrain for use for activities of low economic and personal risk to flooding, e.g. allotments, to retain the nature-based solution of this natural flood plain.
- **2.7:** Adhere to The Scottish Government National Flood Resilience Strategy 2025.²⁶ Expect storm surge to exacerbate all other water associated risks and take into account the town's exposed geography.
- **2.8:** CAP A&BC to include close working with the community to access valuable local knowledge for the Coastal Change Adaptation Plan (CCAP), leading to a Management Plan.^{27, 28, 29, 30}
- **2.9:** CAP Establish a local resilience plan to deal with flood events.

NPF4

POLICY 20	Blue and Green Infrastructure
POLICY 22	Flood Risk and Water Management

LDP2

POLICY 04	Sustainable Development
POLICY 05	Design and Placemaking
POLICY 08	Sustainable Siting
POLICY 10	Design – All Development
POLICY 55	Flooding
POLICY 61	Sustainable Drainage Systems (SUDS)

■ PROPOSAL 3

Manage density of development and protect Green Belt including Empress Fields

■ PROPOSAL 4

Preserve and improve the biodiversity of Helensburgh's Green and Blue Spaces

■ PROPOSAL 5

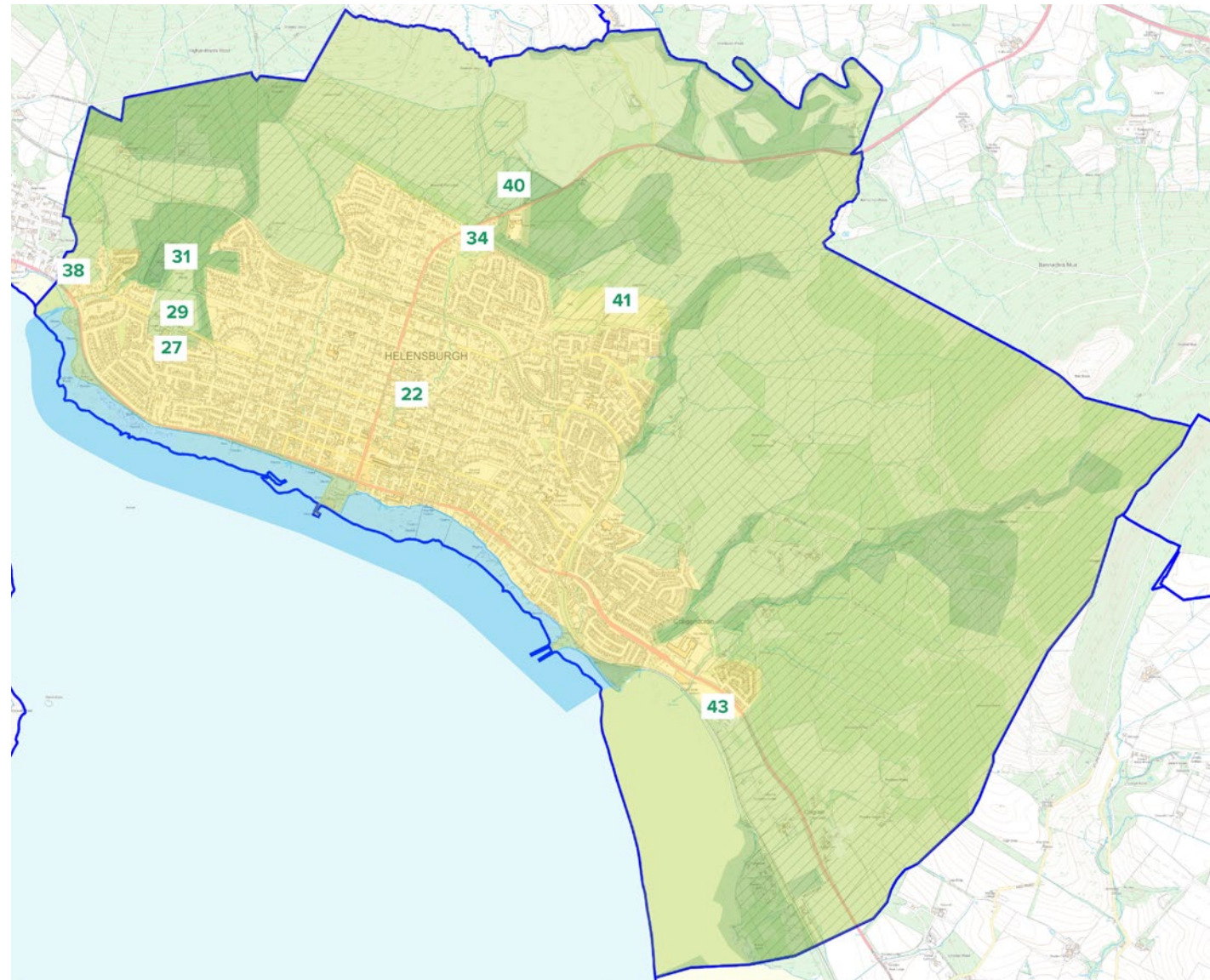
Develop a Nature Network Helensburgh to Garelochhead

■ PROPOSAL 6

Identify and acquire sites for Growing Spaces

Environment Proposal Locations

- 22 Hermitage Park
- 27 Castle Woods
- 29 Rugby and Cricket Fields
- 31 Duchess Woods
- 34 Walkers' Rest
- 38 Empress Fields
- 40 Reservoirs
- 41 Golf Course Site
- 43 Colgrain Business Park
- A1 Waterfront
- A3 Urban
- A4 Rural
- A5 Green Belt
- A6 Local Nature Conservation Sites



Biodiversity and Nature Solutions

Proposals under the climate change theme outline the importance of protecting green spaces as natural solutions for climate adaptation and mitigation, e.g. through carbon sequestration.

Helensburgh as a town is an important place supporting biodiversity. Surrounded by Green Belt, moorland, peatland, lightly worked pastoral farmland, Local Nature Conservation Sites (LNCS), and the internationally designated wetland RAMSAR Site³¹ in the intertidal space between Ardmore and Craigendoran, is an urban area with gardens full of trees, some more than 150 years old, Open Space Protection Areas (OSPA) and two urban woods.

Outwith the urban sprawl of the central belt, with the sea to the front and a National Park to the back, sea birds, garden birds and moorland birds, a wide variety of habitat, beaches, old woodlands of ancient or ancient plantation trees, quiet riparian strips heavily wooded, streets full of trees, all of this worth protecting.³²

From the Consultations

Green Space and Biodiversity had the strongest mention in the Phase 1 survey and separately **Street Trees and Verges** scored in the top five.

The setting, the green and blue environment, green tree lined streets, easy access to the sea and nearby hills and closeness to Central Belt amenities were frequently given as a reason for coming to, remaining in or visiting Helensburgh.

There is much in the historic design and development of the town that provides nature solutions as adaptations and mitigation for climate change and supports nature and biodiversity in the current era of nature and climate crisis.

There is strong support to '*retain and enhance what we have*', nonetheless, more can be done and it is imperative for that to happen.

Helensburgh has a wealth of volunteers and voluntary groups, trusts and charities, many of them devoted to or involved in caring for the local environment.

Urban Green Space

There are various small pockets of urban green space within Helensburgh including, play parks, sports pitches, Golf Course, traffic islands, and open spaces in housing estates. The natural habitat or biodiversity value is varied depending on the size or purpose of the area.

While some have less significance from an environmental perspective they are still valuable for wellbeing and placemaking for the community and town.



View from above the Town



Start of the path behind the Hill House



Planting at the Reservoirs

■ PROPOSAL 3

Manage density of development and protect Green Belt including Empress Fields

Green Belt

Helensburgh is surrounded by Green Belt which includes moorland, bogland, rolling farmland, and woodlands. It needs full protection not only for its heritage, habitat and landscape value but also for its contribution to climate mitigation and flood protection for the town.

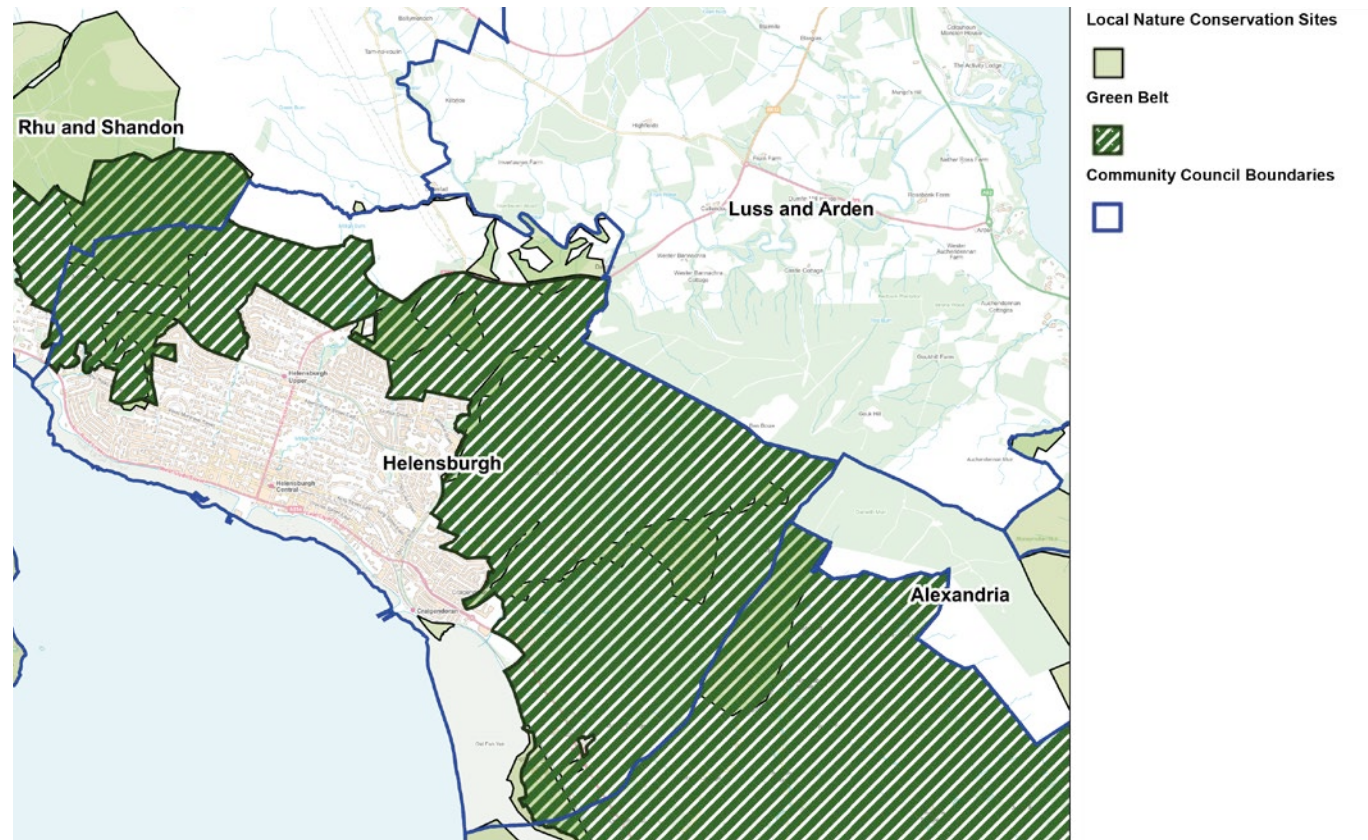
The Green Belt also serves an important role in protecting the individual identity of not only Helensburgh but also Rhu and Cardross by preventing coalescence of these places.

This was identified as vitally important to our community:

'maintain the Green Belt as in LDP2, particularly prevent coalescence of Helensburgh's western boundary and east Rhu by not developing the Empress Fields'.

Helensburgh's Green Belt also contributes to the views to and from the town which help to make this place unique and distinctive.

In addition, it should be noted that there are several cultural heritage assets within the Green Belt, including, but not limited to: Cup and ring marked boulder at Glennan Burn; Standing stone at Killoeter; Rig and furrow agriculture at Ardencaple; Boutcher's designed landscape (multiple locations); Woodend Heavy Anti-Aircraft Battery and Military Camp; and Military Encampments at Camis Eskan.



Helensburgh Green Belt and Local Nature Conservation Sites

PROPOSAL 3: Manage density of development and protect Green Belt including Empress Fields

LOCATIONS: 38, A3, A5

- **3.1:** Housing development on existing brownfield sites should be prioritised before greenfield sites. (See also Proposal 19.5).
- **3.2:** A priority for the community is to defend the separation space at the western boundary, between Helensburgh and Rhu at Empress Fields. There are two aspects, one to do with sense of place and the other to do with Nature Corridors as part of a larger Nature Network. (See also Proposal 5).
- **3.3:** Curtail growth of development to the east of Helensburgh which was seen to be veering towards urban sprawl. (See also Proposal 19.6).
- **3.4:** The conservation and setting of place should be retained across the entire HCC area, reflecting its location adjacent to the Loch Lomond and The Trossachs National Park.

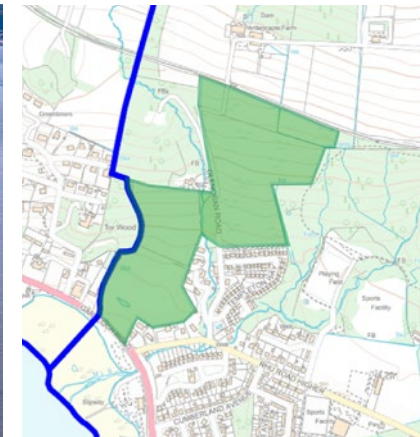


NPF4

POLICY 08	Green Belts
POLICY 15	Local Living and 20 Minute Neighbourhoods
POLICY 20	Blue and Green Infrastructure

LDP2

POLICY 02	Outwith Settlement Areas
POLICY 06	Green and Blue Infrastructure



Empress Fields in the Green Belt between Helensburgh and Rhu have an important role in delineating the town's western boundary. With the fields above they also provide a Nature Corridor between shore and upland, and between Duchess and Tor Woods.

■ PROPOSAL 4

Preserve and improve the biodiversity of Helensburgh's Green and Blue Spaces

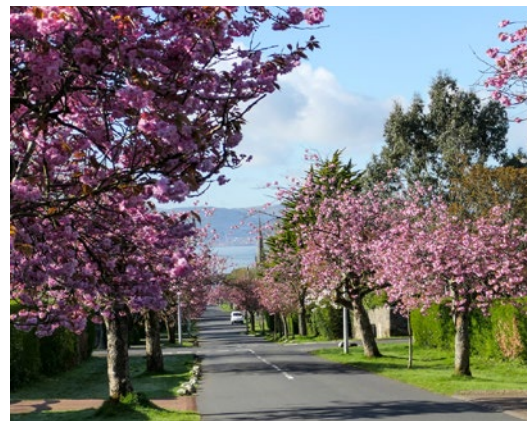
Street Trees and Green Verges³³

Helensburgh's streetscape is stunning, and justly famous,³⁴ with long straight roads each lined with different trees, many flowering and fruiting, plus many specimen trees towering above Victorian villas. Trees are also planted on narrower verges of more modern housing to the west and east of the town outside the Conservation Areas.

In more recent expansion around the town the houses are large in relation to plot size with reduced green space, increased hard surfaces, and gardens replaced by driveways, with less space for nature or facility for natural drainage.



Looking along West Montrose Street



Cherry Blossom on Colquhoun Street

Helensburgh Tree Trust³⁵ was founded in 2002 'to promote the maintenance, conservation and sustainable management of the tree scape of Helensburgh for the public benefit'. Quote from the Tree Trust:

'if there are no green verges, we can't plant more trees'.³⁶

Two areas of woodland now remain in Helensburgh from the old Ardencaple Castle hunting woods.

Castle Wood³⁷ is a woodland looked after by local volunteers (Helensburgh Community Woodland Group) and **Duchess Wood**³⁸ is supported by Friends of Duchess Wood and was recently put up for sale by Luss Estates.

Helensburgh Community Woodland Group looks after Castle Wood after a community buy-out in 2020. The woods were previously acquired by the MOD in 1957 as part of land for Navy Housing, then later sold to a housing developer in 2004. The woodland had been neglected and is now being restored and the biodiversity improved by the community group.^{39, 40}



Castle Wood

Duchess Wood

This 50-acre woodland was put up for sale⁴¹ in November 2024. A fifteen-year management agreement between A&BC and Luss Estates expired in 2020 and full responsibility reverted back to Luss Estates as the owners.

It has Green Belt and LNCS protection. It is also a Local Nature Reserve and on the NatureScot Inventory of Woodlands of Long-Established Plantation Origin (LEPO).⁴²

This well managed ancient plantation woodland has importance for nature conservation, biodiversity and mitigation and adaptation for climate change. The mature trees and undisturbed soils store carbon and also help to regulate drainage.

‘a significant remnant of Semi-Natural Woodland, parts of which are most probably of ancient origin’.

*‘The diversity of Duchess Wood is high with three woodland communities identified within its boundary. The landforms, soils, hydrology and lack of high intensity modern management have resulted in a woodland that today provides a wide variety of habitats for both specialist and generalist species of flora and fauna. The mosaic of these differing habitats across the site results in a very varied and thus valuable asset in nature conservation terms across an area that is larger than average in an urban setting. Woodland of this size and diversity of communities could, and probably does, support a number of species of conservation interest, and more research is needed to identify conservation priorities in the Wood’.*⁴³



Bluebells in Duchess Wood



The War Memorial in Hermitage Park

Parks

Hermitage Park

Created in 1911 from the grounds of the now demolished Hermitage House and extended in 1919 to include the former Malig Mill originally built 1796. The War Memorial stands in what was the walled garden of the house and community growing spaces in what was the kitchen garden. The park contains established trees, a spring, pond, and the Millig Burn. With formal planting as well as wild areas the park contains a wide variety of plants. The Park is maintained by the Council and supported by a Friends group.

James Street Community Gardens

On the site of disused cottages, followed by play parks in various forms, James Street Community Gardens were established in 2016 by a group of volunteers with a grant from Stalled Spaces. The garden provides an area for quiet reflection, and planting has been planned by Jean MacAulay from the Helensburgh Horticultural Society ensuring a wide variety and something of interest throughout the year.

Kidston Park

With its distinctive outcrop of trees and views across the Gare Loch and River Clyde, Kidston Park was established in 1877 laid out with paths and benches. Originally it had a bandstand and drinking fountains but current visitors can enjoy a play park and café.

Blue Spaces

The Helensburgh shoreline along the Clyde is around 4 miles long. The highly protected RAMSAR area filling the bay from Craigendoran to Ardmore is an internationally important breeding ground and wintering area for sea birds. The access is awkward, and the bay is very shallow and a preferred habitat for wading birds. There are a variety of birds all along the shore both in winter and in the breeding season, particularly where it is rocky towards Kidston Park.

Porpoises and dolphins are more likely to be seen from a boat. The pontoons nearby at Rhu are busy with sea birds. In Helensburgh the tide comes close to the seawall and there are few quiet places for birds. Around Craigendoran Pier and the small less disturbed beach at Maitland Street ducks and geese congregate.

Seaweed tangled with plastic and other debris piles ashore driven by wind and algal bloom causes problems for the wildlife in the spring through to the autumn.



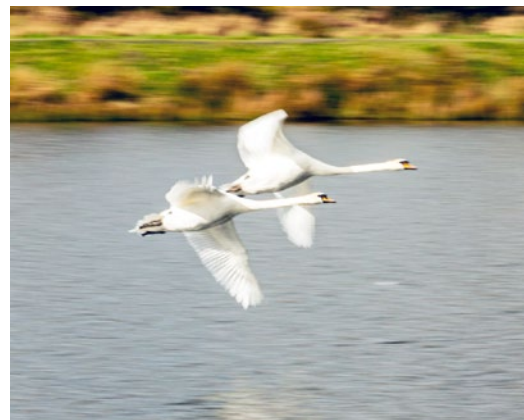
View across the Skating Pond towards Glen Fruin

Riparian Strips and Small Waterways

Six main burns run through Helensburgh – the **burn through Duchess Wood, Glennan, Milligs, Drumfork, the burn west of Hermitage Academy and the Red Burn.**

Others, unnamed, appear in heavy rain and disappear into old culverts. Comparison of the SEPA Flood Maps in the Climate Change theme sees all of these becoming more significant.

Currently, in conjunction with alleviating flooding, they are areas of biodiversity. These burns tend to run in deep wooded gorges providing narrow but rich habitats, especially when in or close to a more open Green Belt. They tend to have a scatter of fallen trees and shade from mature trees and abundant fungus and lichen with rich understory and quiet place for birds and mammals.



Swans in flight across Reservoir 1

The Reservoirs and Skating Pond

Providing a tranquil spot for contemplation, a spot of fishing, walking or a picnic. Excellent views can be enjoyed across the water and towards the hills above **Glen Fruin**. The Reservoirs now redundant are slowly being colonised by nature. The three areas are quite distinctive but together form a harmonious nature area. Reservoir 1 is now used by the local angling club and stocked with trout, this fishing pond is also home to frogs.

Reservoir 2 has been discontinued by Scottish Water, and in 2024 it has been replanted with native woodland.

Reservoir 3 was long ago drained and left to nature, now entirely covered in shrubland it blends into the surrounding countryside.

The Skating Pond is currently undergoing restoration thanks to money from the Scottish Government Biodiversity fund. The pond has resident wildfowl as well as visiting herons. Three types of bat have been identified.



Planting in Reservoir 2

PROPOSAL 4: Preserve and improve the biodiversity of Helensburgh's Green and Blue Spaces

LOCATIONS: 27, 31, 40, A1, A3

- **4.1:** More tree planting is required for climate change mitigation; trees hold the soil in place and capture carbon. Helensburgh Tree Conservation Trust⁴⁴ is replacing corridors of trees as they age. Work with the Tree Trust to develop an enhanced plan for the town and policy change for planning if required. Ensure that sufficient green verges and spaces are included in new developments with appropriate planting in consultation with the Helensburgh Tree Trust.
- **4.2:** Protect nature spaces as essential for adaptation and mitigation of Climate Change as nature-based solutions.
- **4.3:** Conserve, map, protect from development and retain garden trees. All trees in the Conservation Areas are regarded as having Tree Preservation Orders, and trimming or removal of trees requires planning consent. Prioritise retention over removal for development in gardens.
- **4.4:** Retain Specimen trees as features of the townscape and important for mitigation as carbon stores and for water regulation.
- **4.5:** Plan more green space in new developments. (See also Proposal 19.7).
- **4.6:** Mandate requirement in planning applications, space and conditions suitable to extend planting street trees for climate mitigation, biodiversity, pleasure and wellbeing in new developments. (See also Proposal 19.8).
- **4.7:** Enhance and introduce new core paths and maintain public access.
- **4.8:** Consider in the design of sea defences including structures that accommodate birds and seals.
- **4.9: CAP** Enhance diversity of species and remove non-native invasive species.
- **4.10: CAP** Improve drainage by building a pond in Castle Woods.

NPF4

POLICY 3 Biodiversity

POLICY 15 Local Living and 20 Minute Neighbourhoods

POLICY 20 Blue and Green Infrastructure

LDP2

POLICY 04 Sustainable Development

POLICY 06 Green and Blue Infrastructure

■ PROPOSAL 5

Recognise Helensburgh's Nature Corridors as the heart of a wider Local Nature Network

Nature Corridors and Nature Networks⁴⁵

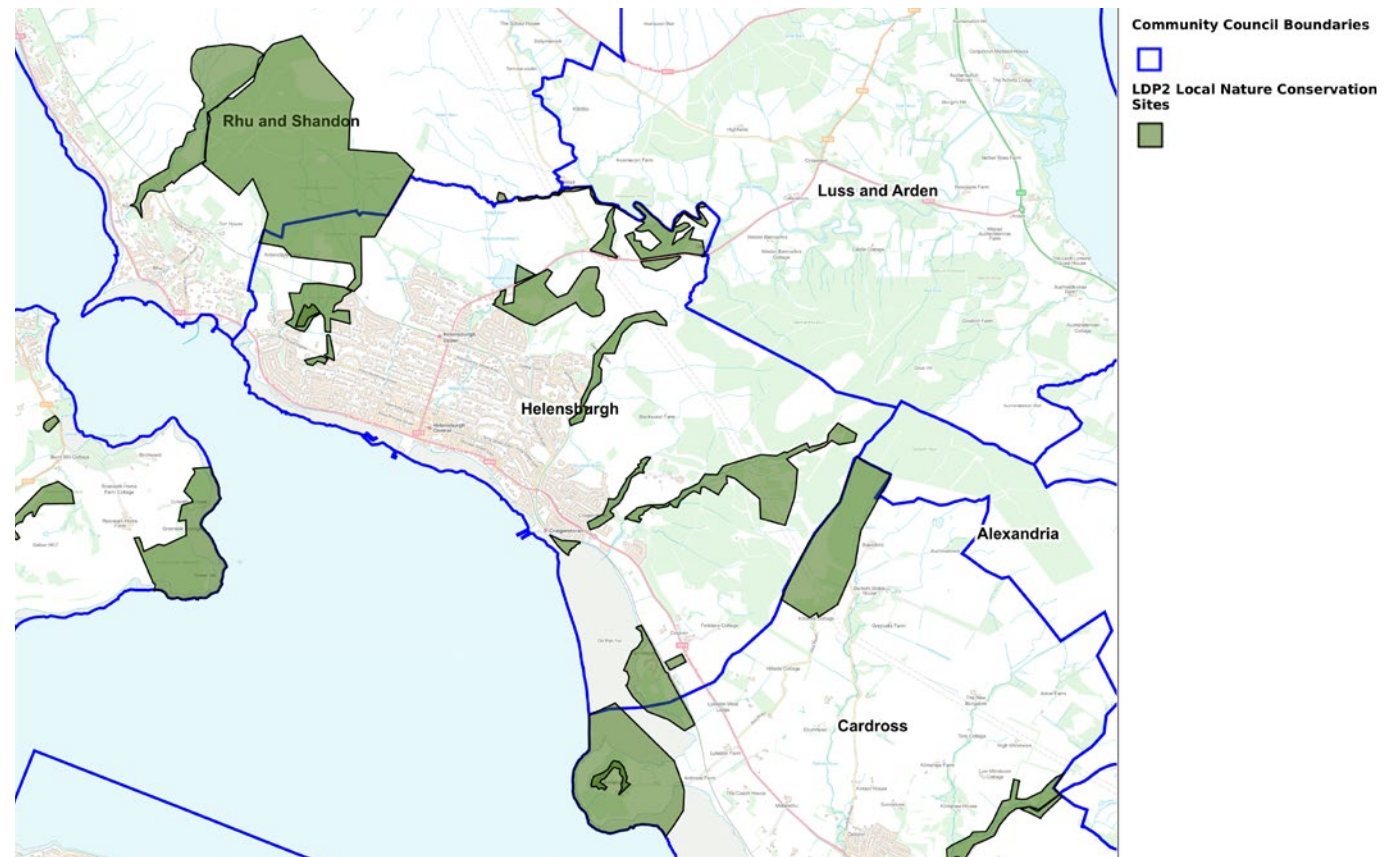
In line with NPF4 and helping to meet the 30/30 (30% of protected habitat by 2030), there is a strong call to develop and protect Nature Corridors and promote Nature Networks for biodiversity.

Nature Networks link habitats. Looking at the LDP2 maps we see wooded riparian strips with Local Nature Conservation Site (LNCS) status running up and to the Green Belt and pockets with Open Space protection of variable habitat and wooded areas largely with one or other or both protections.

In the Conservation Areas there are green verges, street trees and mature gardens. Outside the conservation area gardens are smaller and there are no green corridors along the streets. Recently built estates can have an even bleaker picture with gardens yet to mature. It is important that green spaces are linked to prevent fragmentation.

Maintenance in the Conservation Areas, grass verges, street trees, provide pockets of habitat, as does the linkage between the burns through the Green Belt.

'Potential development of land to the west border of Duchess Woods would isolate them and close off the wildlife access route to open ground. If Duchess Woods becomes an island biodiversity will plunge and greatly reduce its sustainability.'



LDP2 Local Nature Conservation Sites

Nature Networks

There are barriers both road and rail to casually formed networks such as:

- The A814 along the shore and the buttress at the Leisure Centre and Pier.
- The A816/ Sinclair Street and the main electric train line into Helensburgh Central.
- The West Highland Line curving up at Craigendoran and running through Upper Helensburgh and above Rhu and Shandon towards Garelochhead.

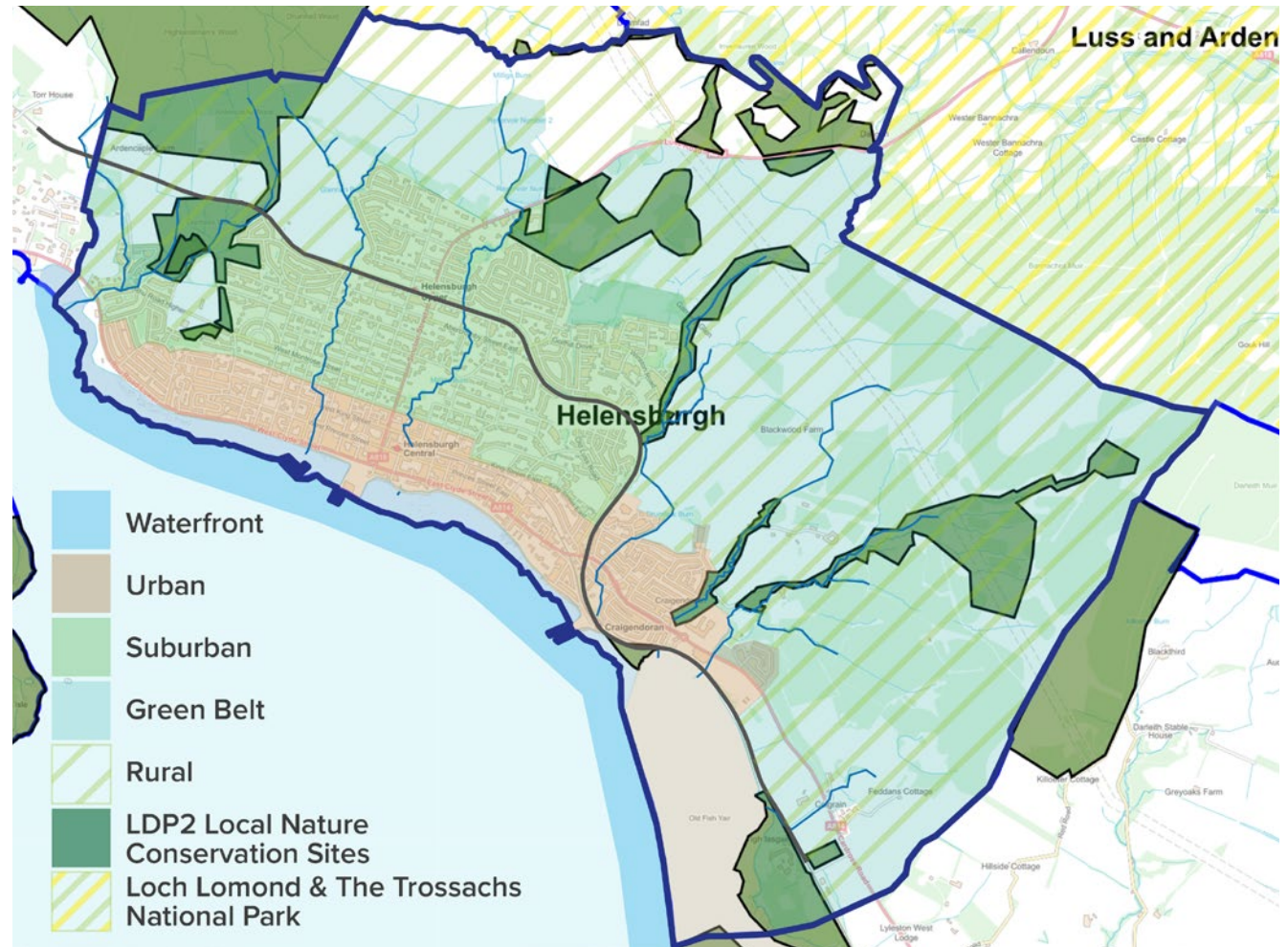
The burns are habitually used by deer to move around. Some species, flora and fauna are stopped by the West Highland Line.

East of Sinclair Street LNCS and other riparian corridors can currently link to form a network along the Green Belt. Development at the Golf Course and above Helensburgh in the Green Belt and development either side of the A816 at the A&BC roads depot and recycling centre, and across the road at the skating pond and reservoir area could form a barrier to existing Nature Corridors.

'Heavy rain in the West of Scotland led to a frog warning yesterday. Police in Helensburgh, Dunbartonshire, asked motorists to watch out for frogs and toads crossing the Loch Lomondside-Helensburgh road at Sinclair Street to reach their mating ground at the town skating pond, near Glen Fruin'.⁴⁶

Alas this is no longer the case and illustrates the need for safe and effective networks.

- Firstly, along the shoreline, being mindful when introducing future sea defences.
- Secondly along the Green Belt above Helensburgh to connect corridors east of Sinclair Street along towards Cardross and west of Sinclair Street/



A816. This corridor was strongly advocated at the consultations as essential to maintain biodiversity in Duchess and Castle Woods.

- Thirdly below the West Highland line, from Helensburgh, skipping along the tree lined streets verges and gardens, Community and Duchess Wood across the Empress Fields and along through

Rhu and Shandon connecting Lower Ardencale Farm, Glenoran Woods, Aldowick Glen and Shandon. The open Green Belt space known as the Empress Fields with its Heronry is essential to this network as these also form a corridor from the shore to the Ardencale wood and upland around Tom na h-Airidh Hill.

PROPOSAL 5: Recognise Helensburgh's Nature Corridors as the heart of a wider Local Nature Network

LOCATIONS: 22, 27, 29, 31, 38, 40, 41, A1, A4, A5, A6

- **5.1:** Retain, defend and enhance the existing green spaces and places as important in supporting biodiversity and nature conservation.
- **5.2:** Establish, extend, maintain and defend Nature Corridors and create or retain Nature Networks joining these habitats to support and encourage healthy populations and communities improving the effectiveness of protected or nurtured areas.
- **5.3:** Designate or develop other spaces and places that will connect and form a Nature Network. In addition to current LNCS consider land adjoining burn corridors running through Helensburgh as important and give due regard to the impact of development in gardens.
- **5.4:** Increase protection to the Empress Fields as these form an open space from the sea to the uplands and permit east-west movement and dispersal of flora and fauna. (See also Proposal 3.2).
- **5.5:** Be mindful in planning and development of flood protection and that even small spaces and narrow corridors and gullies are essential to nature as singular habitats and bridging points in a Nature Corridor.
- **5.6:** Designate and formally recognise this portion of our local Nature Network, consisting of Nature Corridors and layers of biodiverse rich green space, constrained by dense urban space and road and rail barriers (see map on p.38).
- **5.7:** **CAP** Encourage cooperation and joined up thinking between groups carrying out work in Green and Blue Spaces in the town and neighbouring communities.
- **5.8:** **CAP** Working with Helensburgh communities and neighbouring communities; scope, establish and gain formal adoption of Nature Corridors and linking Nature Networks providing continuous Nature Networks around the Helensburgh and Lomond area, protecting nature and improving biodiversity and strengthening community cohesion on land and along shorelines.

NPF4

POLICY 1	Tackling the Climate and Nature Crises
POLICY 3	Biodiversity
POLICY 4	Natural Places
POLICY 6	Forestry, Woodland and Trees
POLICY 8	Green Belts
POLICY 20	Blue and Green Infrastructure

LDP2

POLICY 04	Sustainable Development
POLICY 06	Green and Blue Infrastructure
POLICY 73	Development Impact on Habitats, Species and Biodiversity

PROPOSAL 6

Identify and acquire sites for Growing Spaces

Developing Growing Spaces

There is an increasing interest in Helensburgh in growing food, and concern over food security. Many people have no garden, limited garden space or a garden unsuitable for growing food.

Community growing spaces have many benefits, including welcoming new residents, social interaction, exercise and mental wellbeing, knowledge exchange, learning new skills, biodiversity improvement, and encouraging people to value horticulture and good nutritious food.

The adoption of the A&BC Community Food Growing Strategy⁴⁷ in 2020 met the Council's duty under Part 9 of the Community Empowerment (Scotland) Act 2015, by providing information to support and signpost individuals and community groups who wish to grow their own food.

However, in July 2024 there were 75 people on the waiting list for an allotment in Helensburgh, indicating a need for more growing space to be made available.⁴⁸



Local Allotments

PROPOSAL 6: Identify and acquire sites for Growing Spaces

LOCATIONS: 22, 34, 43, A3

- 6.1: Develop new sites for the community to grow food. Suggested sites: Walkers' Rest or Colgrain (LDP2 B2001) for allotments or orchards if rezoned.
- 6.2: CAP Enhance the community garden allotments in Hermitage Park.
- 6.3: CAP Enable educational opportunities for the community to develop skills in growing food, horticulture and other relevant topics.

NPF4

POLICY 1 Tackling the Climate and Nature Crisis

POLICY 3 Biodiversity

POLICY 15 Local Living and 20 Minute Neighbourhoods

POLICY 23 Health and Safety

LDP2

POLICY 08 Sustainable Siting

■ PROPOSAL 7

Develop Helensburgh Pierhead Site as a Community and Leisure Space

■ PROPOSAL 8

Regenerate Helensburgh Pier

■ PROPOSAL 9

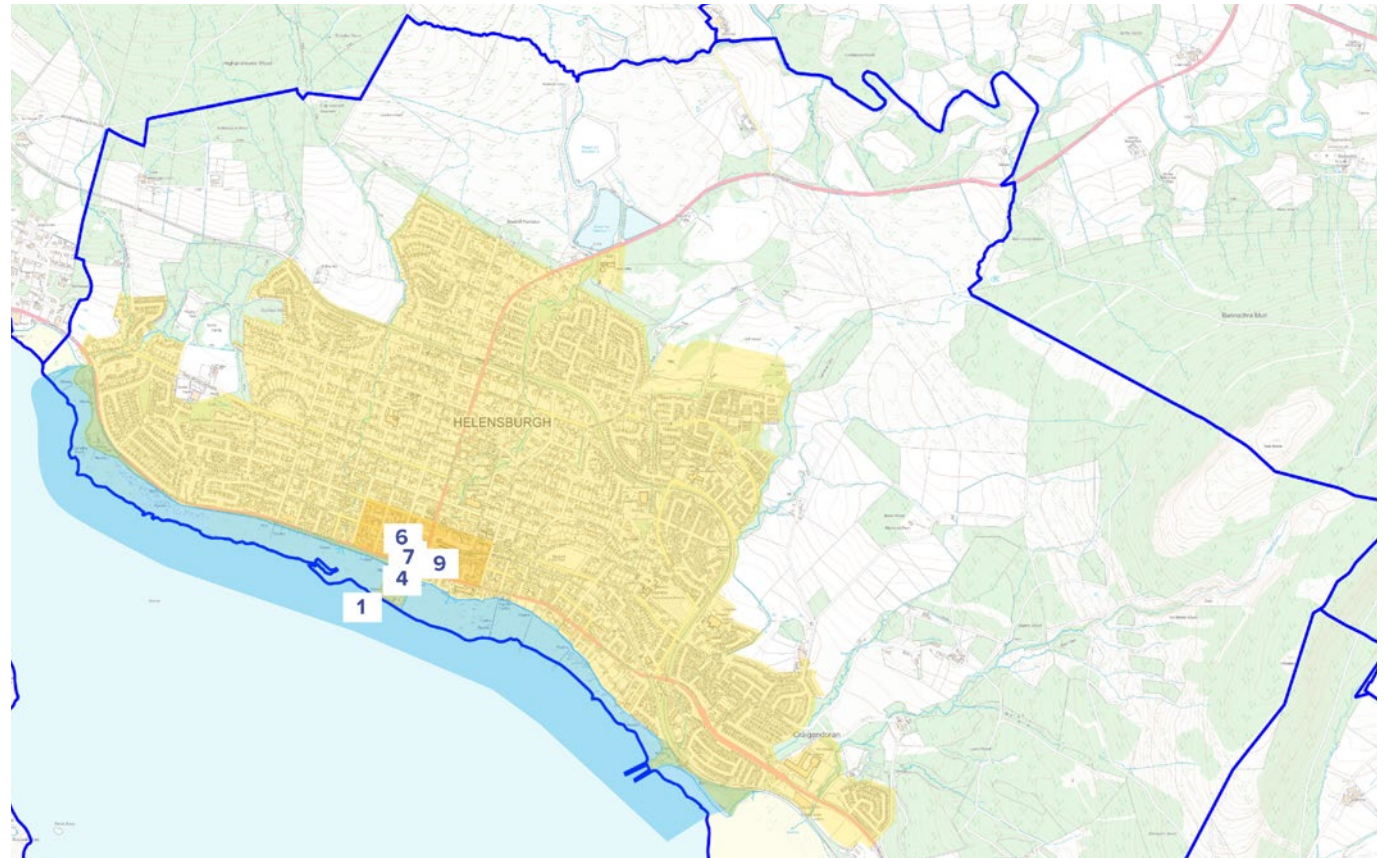
Develop policies to support Independent Retail and Businesses in Helensburgh to maintain and enhance the vitality and viability of Helensburgh Town Centre

■ PROPOSAL 10

Restore and enhance the historic streetscape of Helensburgh

Town Proposal Locations

- 1 Pier
- 4 Pierhead site
- 6 Colquhoun Square
- 7 14-18 Colquhoun Street
- 9 Maitland Street Car Park
- A1 Waterfront
- A2 Town Centre
- A3 Urban



Context

Helensburgh's historic buildings and waterfront are central to the town's identity, and vital to its ability to attract tourism and footfall for our retailers.

Many of these attractions are threatened by decay, neglect and climate change. Central to the town's aspirations is to bring these attractions back to life and make them relevant to our future.

Business Units

	HELENSBURGH TOWN CENTRE		NATIONAL AVERAGE	INDEX
	NO. OF UNITS	%	%	
Convenience*	21	9.55	9.28	103
Comparison**	62	28.18	26.79	105
Finance & Business Service	25	11.36	8.63	132
Retail Service	44	20.00	15.76	127
Leisure	47	21.36	25.47	84
Vacant	21	9.55	13.87	69

Source: Current mix of services in Helensburgh town centre (as at August 2023).⁴⁹

*Convenience Goods: these are goods that are bought nearly everyday, readily available from the majority of shops such as milk and bread.

**Comparison Goods: these have a higher value and are purchased less often, such as cars, household, electrical goods, clothes, shoes.



Shops on West Clyde Street



Shops on West Princes Street



The Clocktower at the foot of Sinclair Street

■ PROPOSAL 7

Develop Helensburgh Pierhead Site as a Community and Leisure Space

Helensburgh Waterfront Development

The Helensburgh waterfront is a popular destination for day trips throughout the year, for both residents and tourists, and the Pier and Pierhead sites are at the very heart of our town.

Our community-supported vision is to create a 'destination', an interesting and desirable place to visit and linger; a vibrant, sustainable community space for leisure and recreation that attracts visitors and enriches life in Helensburgh by promoting health and supporting local enterprises.

The journey to the current situation has been long and complex.

Throughout this process, HCC has consistently represented the community's preference for leisure-focused development rather than large-scale retail on the Pierhead Site.

Over the last six years, HCC has consulted Helensburgh residents about their preferences for the Pierhead Site. The message is clear from the 4,500 responses, clearly dwarfing the mere 83 people consulted by the Council.

Residents do not want a supermarket on the Pierhead Site.

This community opinion was decisively confirmed by our engagement process for this plan.

1993
▼
2000

Various proposals for the Pierhead Site, including supermarkets and mixed-use developments, were either refused or withdrawn.

2004

The 'Yellow Book' report commissioned by A&BC highlighted the need for careful development of the Pierhead Site and explicitly advised against a supermarket.

2008
▼
2011

A high-density residential and retail masterplan was adopted but rejected after public consultation. Various supermarket chains showed interest in the Pierhead Site.

2011

A draft masterplan was proposed with a large supermarket, but this was rejected after extensive public consultation. A supermarket on Cardross Road was approved instead of the rejected Pier location.

2012

An approved masterplan addendum for the site included 2600sqm retail, a leisure centre, coach parking and a skate park.

2020

Waitrose closed, and Morrisons took over the Cardross Road site.

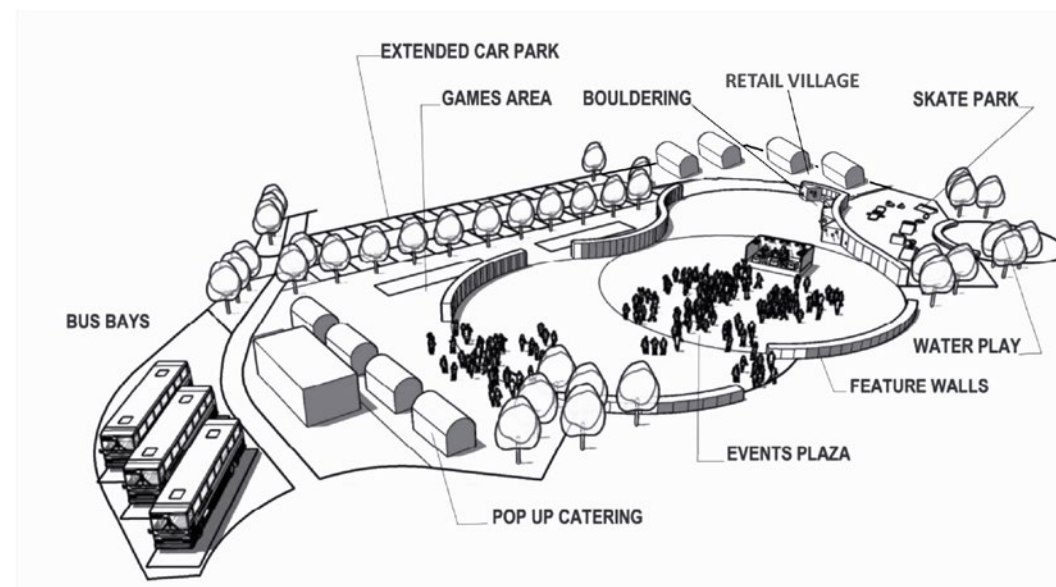
2023

HCC unveiled its community-centric vision for the Pierhead Site.

2023
▼
2024

A new bid process for the Pierhead Site began, resulting in the current 'preferred bidder' position from A&BC for a supermarket-led development.

HCC Proposal for the development of the vacant Pierhead Site at Helensburgh waterfront



PROPOSAL 7: Develop Helensburgh Pierhead Site as a Community and Leisure Space

LOCATION: 4

Landsaped to provide:

- **7.1:** A permanent multi-use skatepark for skate-boarders, BMXs, scooters and inline roller-skaters.
- **7.2:** An open event space surrounded by benches and sheltered by low walls. This area will host regular funfairs, markets and community events.
- **7.3:** Public realm consisting of a soft surface area with trees, containing benches and areas for playing boules/pétanque.
- **7.4:** Boulderling walls for low-level climbing exercise.
- **7.5:** Vertical fountains/jets of water that will be a visual attraction and allow children to play in the warmer months.
- **7.6:** Two Retail Areas: A permanent Retail Market Village of fixed pods allowing for the extended provision of specialist, entrepreneurial and specialist retailers. Additional area provided for mobile pop-up retail units supporting community and visiting events.
- **7.7:** Coach parking spaces replacing the grassy area to the west of the roundel alongside West Clyde Street.
- **7.8:** In a future phase, there is potential for an indoor space as a reception area for passengers for the Pier, a café and soft play area.



NPF4

POLICY 9

Brownfield, Vacant and Derelict Land and Empty Buildings

POLICY 14

Design, Quality and Place

POLICY 15

Local Living and 20 Minute Neighbourhoods

POLICY 20

Blue and Green Infrastructure

POLICY 21

Play, Recreation and Sport

POLICY 25

Community Wealth Building

POLICY 27

City, Town, Local and Commercial Centres

POLICY 30

Tourism

LDP2

POLICY 23

Tourist Development, Accommodation, Infrastructure and Facilities

POLICY 26

Informal Public Outdoor Recreation and Leisure Related Development

The vacant Pierhead Site at Helensburgh waterfront. Inappropriate development on this site would block significant views across the water to the hills beyond.

■ PROPOSAL 8

Regenerate Helensburgh Pier

Helensburgh Pier

Helensburgh Pier (Category C Listed by Historic Environment Scotland) dates back to 1816 when a stone pier was instigated by tourism and steam navigation pioneer **Henry Bell**, whose *PS Comet* was Europe's first commercial steamship.

Whilst *PS Comet* was the pioneer, other commercial steam ships quickly followed and were instrumental in the development of Helensburgh and the Clyde Sea Lochs as a summer holiday retreat, leading to the tradition of visitors coming 'doon the watter' from Glasgow. The timber extension to the Pier was added in 1871.

Whilst the steamers stopped coming regularly in 1952, the Pier was used for passenger ferry services to Gourock and Kilcreggan alongside local pleasure cruises and visits from *PS Waverley*. In the 1990s there was fire damage to the pier, the ferry service was discontinued in 2012, and the regular summer calls by *PS Waverley* ceased when the Pier was closed to marine traffic by A&BC in 2018.

The decay of the timber Pier is in stark contrast with the recent improvements to the local public realm.

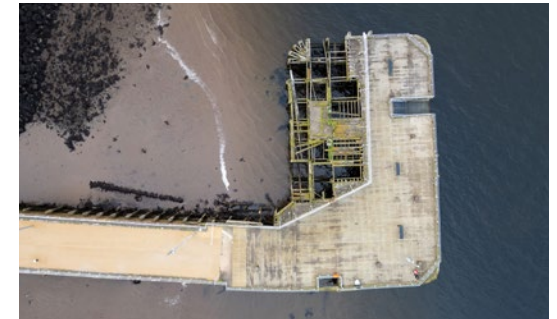
Helensburgh Pier Company Limited⁵⁰ aims to sustainably regenerate Helensburgh's Pier for the benefit of the community.

A phased approach to repairing and improving the Pier is planned, with the primary goals of getting the current marine closure notice lifted to allow use by commercial traffic such as *PS Waverley*, and the provision of an accessible gangway and pontoon with nearby yacht day-moorings.

As well as restoring a listed heritage asset, an operational Pier would create a marine connection to the town as a **sustainable transport hub** utilising both traditional and active travel networks.

It would also **enhance the health and wellbeing of the community** by providing accessible facilities to encourage outdoor recreation and the enjoyment of the natural environment.

Additionally, an operational Pier would provide **economic benefits** by attracting tourism, including cruise visitors, and could be used for holding events.



Aerial view of the fire damaged Pier

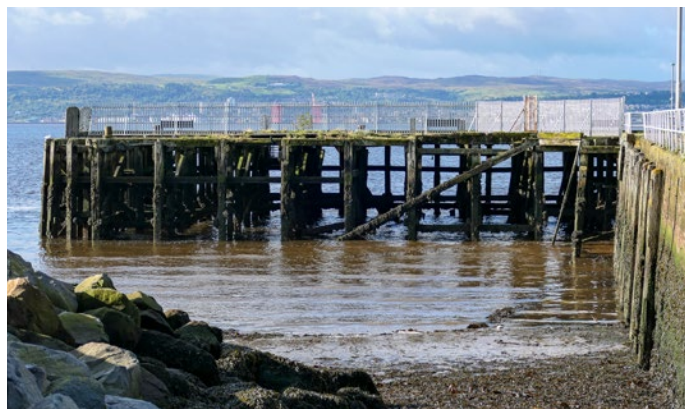


'Save the Pier' event August 2024 with sailpast from PS Waverley

PROPOSAL 8: Regenerate Helensburgh Pier

LOCATION: 1

- **8.1:** Phase 1 – effecting repairs to a standard that will allow the current marine closure notice to be lifted and allow use by commercial traffic such as PS Waverley.
- **8.2:** Phase 2 – attaching a fully accessible gangway and pontoon to the inner timber Pier to provide access for shallow draft vessels e.g. cruise tenders, kayaks, dinghies etc., with yacht day-moorings positioned in the East Bay.
- **8.3:** Additional development may include reconstruction of the former Victorian Ticket Office, and facilities to allow deeper draught vessels to berth.



The decay of the Pier is in stark contrast to the improvements to the public realm in the adjacent areas on the waterfront and in Colquhoun Square

NPF4

POLICY 7	Historic Assets and Places
POLICY 13	Sustainable Transport
POLICY 14	Design, Quality and Place
POLICY 15	Local Living and 20 Minute Neighbourhoods
POLICY 20	Blue and Green Infrastructure
POLICY 21	Play, Recreation and Sport
POLICY 25	Community Wealth Building
POLICY 30	Tourism

LDP2

POLICY 16	Listed Buildings
POLICY 23	Tourist Development, Accommodation, Infrastructure and Facilities
POLICY 26	Informal Public Outdoor Recreation and Leisure Related Development
POLICY 42	Safeguarding Piers, Ports and Harbours

■ PROPOSAL 9

Develop policies to support Independent Retail and Businesses in Helensburgh to maintain and enhance the vitality and viability of Helensburgh Town Centre

Helensburgh Town Centre

Despite the competing pressures, and the loss of several bank branches, Helensburgh's high street appears, until now, to have been remarkably resilient, compared to the experience in other similar towns.

Vacancies in shop units and other commercial premises are generally short term, often with successful businesses moving to larger premises being replaced by new concerns. The continuing success of the High Street in attracting new businesses is to be welcomed, but complacency must be avoided.

Retailing

The retail scene is changing, not just in Helensburgh but in many other places. Online buying is an increasing element – in January 2015 UK online shopping was 12% of total retail sales; in January 2025 it was 26% and the trend is steadily upwards.⁵¹

Almost a third of Scots (31%) do more online shopping now than they did a year ago, sparking new calls for high streets to embrace technology to keep shoppers engaged and drive high street growth in Scotland.

As the influence of dominant supermarket outlets continues, the pressures on independent retailers are unrelenting. The internet will inevitably have an impact, but it also provides an opportunity for local businesses to grow. Helensburgh can benefit from stores with a presence on the high street while a large percentage of their business is from internet sales.

Town centre vitality is essential to both reflect and create civic pride.

Empty premises, badly maintained property, commercial bins, and gap sites can severely detract from the character and attractiveness of the high street, deterring both local people and visitors from walking around and patronising local businesses.

Commercial Lets are a concern for some businesses in our town. There is anecdotal evidence of leaseholders not wishing to remain in tightly-drafted leases that have issues, e.g. rising rents with meeting all property repairs.

A particular financial worry are 'full repairing & insuring' lease arrangements. Recent changes in rates penalise property owners who leave premises empty – we need to find incentives for upgrading them.

Helensburgh's quality independent shops and being a relatively affluent population has helped to stem high street vacancy rates, but the recent and impending closure of several banks and shops is of concern.

Built Environment

It is vital that community and commercial facilities which attract large numbers of people are located, whenever possible, in the town centre, to encourage multi-purpose trips and a lively centre. The role of inward commuting to town centre workplaces, as part of the mix, is extremely important, bringing revenue to existing businesses.

The community and other organisations also have an important part to play in promoting business vitality and making the High Street a more attractive destination for customers. Good examples of this are the **Helensburgh Festive Lighting Charitable Trust, Helensburgh Winter Festival, Helensburgh Market in the Square** and **Destination Helensburgh**.

Of great importance is the quality of the shopping environment – the attractiveness of the buildings, the existence of trees and flowers, and the quality of the paving and street furniture.

PROPOSAL 9: Develop policies to support independent retail and businesses in Helensburgh to maintain and enhance the vitality and viability of Helensburgh Town Centre

LOCATIONS: 4, 6, 7, 9, 16, 17, A2

- **9.1:** Apply knowledge, expertise and best practice in town centre development to create an environment that supports our businesses. Ensure traffic management, parking, public transport, placemaking and infrastructure are cohesive to create a vibrant retail environment.
- **9.2:** A&BC to take action to ensure commercial landlords' leased/rented properties comply with building standards and planning requirements.
- **9.3:** **CAP** Sustain and improve opportunities for retailing and other businesses in the town centre. Encourage a diverse high street economy that minimises the presence of chain stores, charity, vape and betting shops. Promote and encourage the growth of Helensburgh's independent shops.



Shops, bars and restaurants line West Clyde Street

NPF4

POLICY 7	Historic Assets and Places
POLICY 9	Brownfield, Vacant and Derelict Land and Empty Buildings
POLICY 14	Design, Quality and Place
POLICY 15	Local Living and 20 Minute Neighbourhoods
POLICY 25	Community Wealth Building
POLICY 27	City, Town, Local and Commercial Centres
POLICY 28	Retail
POLICY 30	Tourism

LDP2

POLICY 05	Design and Placemaking
POLICY 12	Shopfront Design
POLICY 16	Listed Buildings
POLICY 23	Tourist Development, Accommodation, Infrastructure and Facilities
POLICY 45	Supporting our Town Centres and Retailing

■ PROPOSAL 10

Restore and enhance the historic streetscape of Helensburgh

A significant sum was spent on a range of projects including paving improvements, street furniture, upgrading the waterfront and Colquhoun Square as part of the **CHORD Project** (CHORD standing for Campbeltown, Helensburgh, Oban, Rothesay and Dunoon) and the **Conservation Area Regeneration Scheme** (CARS).

Unfortunately, these works were insufficient to comprehensively address the overall issues of condition of buildings along the West Clyde Street and West Princes Street as most shops lay outside the CARS area.

The design and choice of materials for implementing the CHORD project created many new problems. As pavement surfaces are slippery, especially in icy weather, the square becomes an ice-rink and older people are afraid to venture out in case of falling.

The silver bins have already been replaced for a more practical design. The seating in Colquhoun Square is good in quantity but poor in design. The benches are covered in moss and algae and suffer from weather and vandalism. Regular benches in wood or recycled plastic would be advisable when replacing them.

The shrub beds were initially planted with species unsuitable for the Scottish climate. These have since been replanted by the Community Council.

Two high profile areas around Central Station and Lower Colquhoun street are poorly maintained and creating a bad impression on visitors to the town. These areas should be prioritised for refurbishment.

Shopfronts and Advertisements

Against a background of substantial change and challenges facing the retail sector, the need for visibility and advertising is fully acknowledged. However, **shopfronts and adverts should be in keeping with the historic streetscape and listed buildings in the town centre.**

A regard to design when considering planning requirements for refurbishments and new developments would improve the overall streetscape of the town, making it a more attractive destination for residents and visitors.

Whilst LDP2 Policy 12 Shopfront Design 'seeks to achieve a level of consistency in the style of shopfronts', and includes recommendations regarding design and proportions, materials, colours and lettering, these are clearly not being enforced.

Public Art

The **Outdoor Museum**⁵² in Colquhoun Square has been a successful project.

It would be beneficial to extend this project down Colquhoun Street to the waterfront, providing an attractive avenue in an area residents have identified as being in need of improvement.

The Comet Models from the town's old fisherman's lantern style lamposts are in storage and could be used in a future art installation.



The Scandinavian Shop, an example of a traditional Helensburgh shopfront restored with CARS funding



The Lions Bus plinth in The Outdoor Museum in Colquhoun Square

PROPOSAL 10: Restore and enhance the historic streetscape of Helensburgh

LOCATIONS: 6, A1, A2, A3

- **10.1:** Maximise the benefits of being an outstanding Conservation Area.
- **10.2:** Restore, as far as possible, the traditional high street frontages of shops. Shopfronts and adverts should be in keeping with the historic streetscape and listed buildings of Helensburgh town centre. Any breaches of Council policy must be corrected and the policy enforced.
- **10.3:** The approach from the railway station to the Co-op could be given greater prominence, and the area improved, to give visitors a better first impression of the town.
- **10.4:** Enhance the visual look of Lower Colquhoun Street (from the Square to the waterfront): it has a generally run down feel, with empty premises and a poorly maintained open space area left by an unused parking area and views of the back of shops.
- **10.5: CAP** Make a fund available for grants to restore shop frontages available across the whole town.
- **10.6: CAP** Installation of the Comet Models in a placemaking art installation on the waterfront.
- **10.7: CAP** Further development of The Outdoor Museum.



A vacant area on Lower Colquhoun Street; examples of shopfronts.

NPF4

POLICY 7	Historic Assets and Places
POLICY 9	Brownfield, Vacant and Derelict Land and Empty Buildings
POLICY 14	Design, Quality and Place
POLICY 15	Local Living and 20 Minute Neighbourhoods
POLICY 27	City, Town, Local and Commercial Centres
POLICY 28	Retail
POLICY 30	Tourism

LDP2

POLICY 05	Design and Placemaking
POLICY 10	Design – All Development
POLICY 12	Shopfront Design
POLICY 16	Listed Buildings
POLICY 45	Supporting our Town Centres and Retailing

■ PROPOSAL 11

Save The Tower Arts Centre

■ PROPOSAL 12

Develop Indoor Multi-Use Facilities

■ PROPOSAL 13

Establish a Youth Centre for recreation, wrap-around care, health and wellbeing

■ PROPOSAL 14

Build a permanent Skatepark on the waterfront

■ PROPOSAL 15

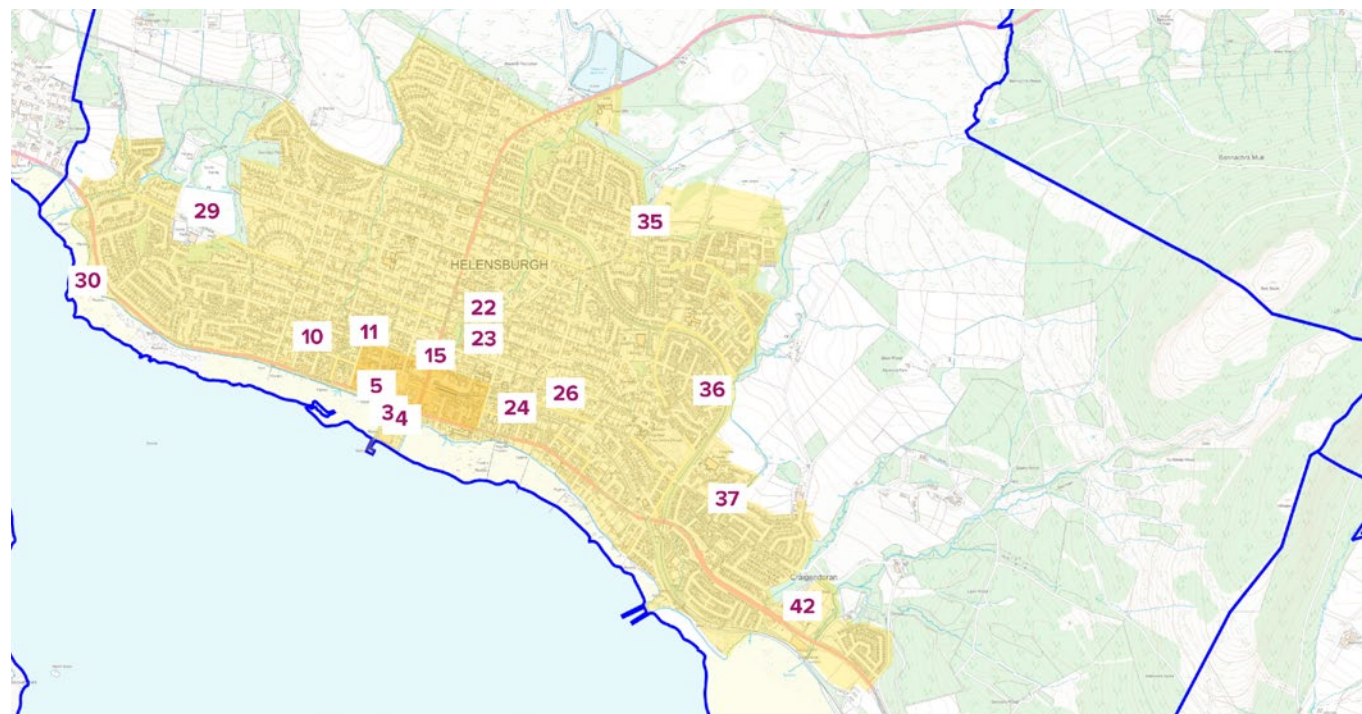
Improve and maintain Outdoor Sports and Play Areas

■ PROPOSAL 16

Establish a Community Sports Centre and Educational Outdoor Learning Base at the old Hermitage Primary Annex

■ PROPOSAL 17

Develop a Pump Track and Active Play Area at Kirkmichael, with Community Space



Community Proposal Locations

- 3 Skatepark
- 4 Pierhead site
- 5 JLB/La Scala
- 10 Telephone Exchange
- 11 Corner of John St and West King St
- 15 The Tower Arts Centre
- 22 Hermitage Park
- 23 Hermitage Primary Annex
- 24 George Street Yard
- 26 East King Street Park
- 29 Rugby and Cricket Fields

- 30 Kidston Park
- 35 Helensburgh Golf Cub
- 36 Kirkmichael Play Area
- 37 Redgauntlet Play Area
- 42 Hermitage Academy
- A2 Town Centre
- A3 Urban

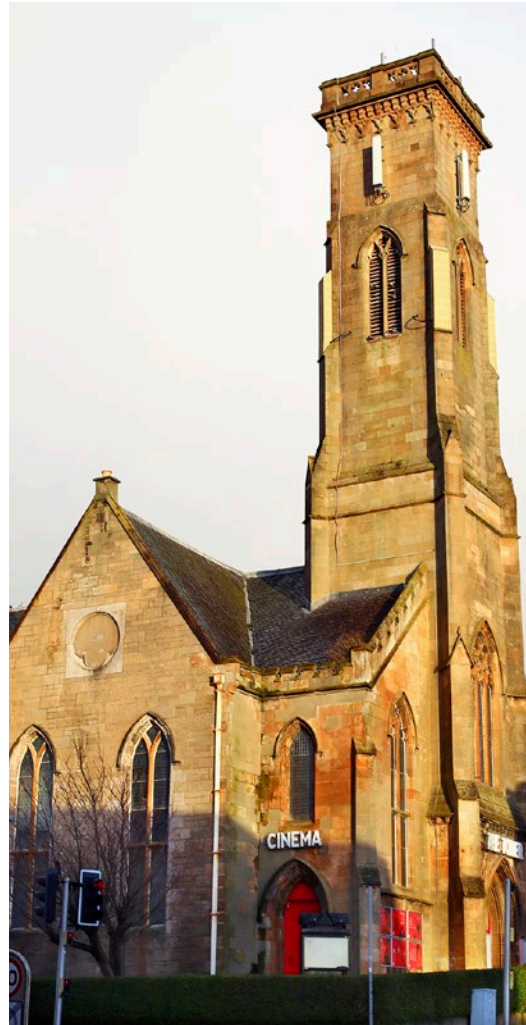
Context

Helensburgh is blessed with a range of community buildings, all of which are assets to the community – but many are already well-used and lack the space and facilities for a full range of indoor sports, cultural and youth activities.

Outdoor facilities were mentioned as an issue, particularly by young people. Attracting young families to the town is vital as their fresh ideas and skill sets will help to build a stronger, more cohesive, community.

Retaining young families should be a priority for Helensburgh.

We can encourage this by expanding early years childcare for children under two years, providing more wrap-around care, providing social support, indoor and outdoor facilities for young adults through their teens, and offering all residents the chance to gain employment, new skills, and meaningful qualifications.



Clockwise from above: The Tower Arts Centre, UHI Argyll in Kirkmichael, Jean's Bothy and the Helensburgh Community Hub



PROPOSAL 11

Save The Tower Arts Centre

The Tower Arts Centre

The **Save The Tower Steering Group** aims to buy the Tower Cinema complex and restore it as a Helensburgh Cultural Centre for community use.

The funding secured from the Scottish Land Fund coupled with the donations and pledges made by the community amounts to sufficient funding to buy the building from the current owner. This is likely to be done by late summer, say September 2025.

There will also be sufficient start-up capital to get up and running. Beyond that, there will be a programme of entertainment to raise revenue to maintain the business plan.

The building will house three cinema screens, as well as 'live' music, comedy, theatre and other performing arts and events. The premises will be fully licensed.

It is anticipated that initially there will be one full-time and three part-time jobs created to manage the

operation. In addition, trained volunteers will play a vital role in providing customers with an excellent experience.

There are firm plans to expand the audience capacity and associated facilities.

The plans the Steering Group have for expansion would be likely to happen in years 2-5, depending on revenue from the operation of the Tower, coupled with what funding can be secured to fund these plans.

PROPOSAL 11: Save The Tower Arts Centre

LOCATION: 15

- **11.1:** Purchase The Tower building with funding from the Scottish Land Fund and donations from members of the community.
- **11.2:** Establish a local, affordable venue for cinema, live entertainment and events and a welcoming, safe space for people to come together around cultural activities.
- **11.3:** Increase the number of toilets to enable increased capacity.
- **11.4:** **CAP** Be responsive to local demand, and be run by representatives of the community for the community. Create initially, 1 full-time and 3 part-time positions, as well as developing a team of fully trained volunteers.
- **11.5:** **CAP** Consider the removal of fixed cinema style seating, replacing with removable seating/tables, thereby increasing the flexibility of use of the existing space.
- **11.6:** **CAP** Future plans include utilising the balcony area to further increase capacity

NPF4

POLICY 7	Historic Assets and Places
POLICY 14	Design, Quality and Place
POLICY 15	Local Living and 20 Minute Neighbourhoods
POLICY 21	Play, Recreation and Sport
POLICY 25	Community Wealth Building
POLICY 30	Tourism

LDP2

POLICY 16	Listed Buildings
POLICY 23	Tourist Development, Accommodation, Infrastructure and Facilities
POLICY 49	Sport, Recreation and Community Facilities

■ PROPOSAL 12

Develop Indoor Multi-Use Facilities

The lack of indoor leisure opportunities or public spaces suitable for social and recreational use was raised by the community.

The lack of indoor visitor facilities (e.g. museum, gallery, heritage attraction) was also identified as a potential issue. A multi-use flexible indoor space would address these concerns. Public Toilets were also raised as an important issue for residents and visitors.

Leisure Facilities

Helensburgh is well catered for in access to outdoor, water and competitive sports facilities, as well as fitness, dance, martial arts classes and other activities.

It lacks indoor leisure facilities that are affordable, informal, and non-competitive, allowing the community the opportunity to enjoy sport and recreation in an informal setting, increasing participation in exercise.

By providing flexible indoor facilities, this can enable a programme of sports activities that can meet the needs of residents and visitors of all ages and abilities encouraging active communities.

Examples of other facilities in Argyll & Bute include the Atlantis Sports and Leisure Centre in Oban, Mid Argyll Sports Centre in Lochgilphead and the Aqualibrium in Campbeltown which also has an all-weather outdoor pitch.

Tourism Facilities

Helensburgh has a long and fascinating history, with many famous residents and events to celebrate. Local organisations like the **Helensburgh Heritage Trust** and **The Anderson Trust Art Collection** have amassed a wealth of materials showcasing the town's inhabitants and activities.⁵³

The free **Discover Helensburgh App**⁵⁴ also provides visitors with a 8 self-guided trails featuring over 50 places of interest.

However, **there is no suitable permanent space in the town to exhibit and celebrate local achievements with year-round and all-weather facilities.** As well as attracting visitors to the town, it would also benefit residents to have a flexible space that could, for example, be used to host museum-standard touring exhibitions, increasing local access to cultural and heritage events.

Indoor facilities could also be used in inclement weather to house activities that might normally be held outside, such as food or craft markets. With an increasing number of extreme weather events, having an alternative venue for such activities could help maintain the revenue from and economic viability of such events for the town.

A nearby example is the recent development of Greenock Ocean Terminal which can also be used for other activities outside of the Cruise season, and houses a museum and restaurant.



The Atlantis Sports and Leisure Centre in Oban

PROPOSAL 12: Develop Indoor Multi-Use Facilities

LOCATIONS: 4, A3

- 12.1: Spaces or buildings to be repurposed or developed for an indoor sports hall available for multi-purpose use for teams or families. Catering for netball, football, badminton, soft play, ten pin bowling and other leisure activities enjoyed by families and young adults. Possible locations are the waterfront to complement the Leisure Centre or near the Lomond School Sports Hall.
- 12.2: Delivery of a mix of sports, cultural, and recreational activities for residents of all ages and abilities.
- 12.3: Consider the provision of exhibition and tourist facilities within the development of an indoor flexible-use space
- 12.4: Maintain and protect access to Public Toilets.

NPF4

POLICY 15

Local Living and 20 Minute Neighbourhoods

POLICY 23

Play, Recreation and Sport

POLICY 25

Community Wealth Building

POLICY 30

Tourism

LDP2

POLICY 23

Tourist Development, Accommodation, Infrastructure and Facilities

POLICY 49

Sport, Recreation and Community Facilities



View across Duchess Wood and the Rugby and Cricket Fields towards the Lomond School Sports Hall.

PROPOSAL 13

Establish a Youth Centre for recreation, wrap-around care, health and wellbeing

Childcare Provision

The consultation revealed a shortfall in the availability of nursery provision, and wrap-around childcare in Helensburgh.

This issue deters families from moving here and causes high levels of stress for residents trying to find childcare.

Offering childcare services before and after school, and during school holidays, would meet the needs of working families in the area. It will enhance learning by providing a stimulating and engaging environment that complements the school curriculum, supporting social, emotional, and cognitive development, promote wellbeing by ensuring the children's physical and emotional wellbeing through a safe, nurturing, and supportive setting, and support parents by providing reliable and convenient childcare options, reducing parental stress and enabling greater family participation in community activities.

Youth and Health Hub

Our young people need a safe place to socialise out of school hours.

It should also provide confidential support and counselling services for young people who may be reluctant to seek help elsewhere.

Finding and securing the right space might take time but there are some inspiring examples of structured and unstructured young people's spaces across Scotland to learn from, and funding is available from multiple sources.

With demand for indoor space for youth activities during evenings and weekends, there is a requirement to explore sites where investment should be targeted for maximum effect. Consideration should be given to targeting buildings which may become available and be suitable for community uses:

- ☐ Offering access to information, guidance, and support services related to education, careers, health, and wellbeing.
- ☐ Providing workshops and training opportunities in areas such as digital literacy, employability skills, and leadership development.
- ☐ Offering career advice, job search assistance, and access to internships and work experience opportunities.

- ☐ Facilitating opportunities for young people to participate in local initiatives, volunteer, and contribute to the community.
- ☐ Providing access to counselling, peer support groups, and resources related to mental health and wellbeing.
- ☐ Creating spaces and activities that encourage social interaction, friendship, and a sense of belonging.
- ☐ Providing a safe and supportive environment where young people can explore their interests, develop skills, and build confidence.
- ☐ Creating opportunities for young people to be involved in decision-making processes and shape the hub's activities and services.
- ☐ A place to support individuals from diverse backgrounds and with varying needs and interests.
- ☐ A trusted and accessible resource for young people aged in Helensburgh aged 11-25.

PROPOSAL 13: Establish a Youth Centre for recreation, wrap-around care, health and wellbeing

LOCATIONS: 4, 5, 10, 11, 24, A2, A3

- **13.1:** Secure a suitable location (e.g., school premises, community centre) and ensure it meets all safety and regulatory requirements.
- **13.2:** Possible redevelopment of existing but redundant buildings, e.g. the Logie Baird Pub on James Street.
- **13.3: CAP** Provide safe and enriching care for preschool and primary aged children, before and after school and during school holidays, to support working families and enhance children's learning and development. Create a high-quality, accessible, and affordable nursery and wraparound childcare service for primary school-aged children (Reception to P7) in Helensburgh.
- **13.4: CAP** Create a vibrant, inclusive space for young people aged 11-25, offering a range of activities, resources and support to foster personal development, skills acquisition, and community engagement. Help to empower young people to reach their full potential.



The former La Scala Cinema, Telephone Exchange or George Street Yard are possible locations for facilities for young people.

NPF4

POLICY 9	Brownfield, Vacant and Derelict Land and Empty Buildings
POLICY 15	Local Living and 20 Minute Neighbourhoods
POLICY 18	Infrastructure First
POLICY 25	Community Wealth Building
POLICY 30	Tourism

LDP2

POLICY 49	Sport, Recreation and Community Facilities
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■ PROPOSAL 14

Build a permanent Skatepark on the Pierhead Site

Skatepark on the Pierhead Site

A Skatepark on the Pierhead Site at Helensburgh has the potential to be one of the best skateparks in the country due to its location and its proximity to existing services according to professional BMX rider Chaz Mailey.

A skatepark also becomes a social scene, helping like-minded people connect on common ground creating social cohesion and a tight self-policing community. It is also worth mentioning that a good skatepark now brings the possibility of creating a future Olympian.

A skatepark of the size proposed, although smaller than other national locations, with careful design will provide a challenging environment for all wheeled-sports users. The 480m² area will be perfectly suited to a concrete bowl with the surrounding area incorporating street elements such as grind rails, stair sets, and pads amongst the landscaping. (As a rule of thumb, the space required for ten concurrent users is around 450m²).

A petition presented to A&BC at the Helensburgh & Lomond Area Committee meeting in June 2019 gathered 1,800 signatures urging the Council to include a skatepark in their plans for the Pierhead development.

This demonstrates the level of support for this local facility. Many children aged 8-15 skateboard, skate and BMX regularly.

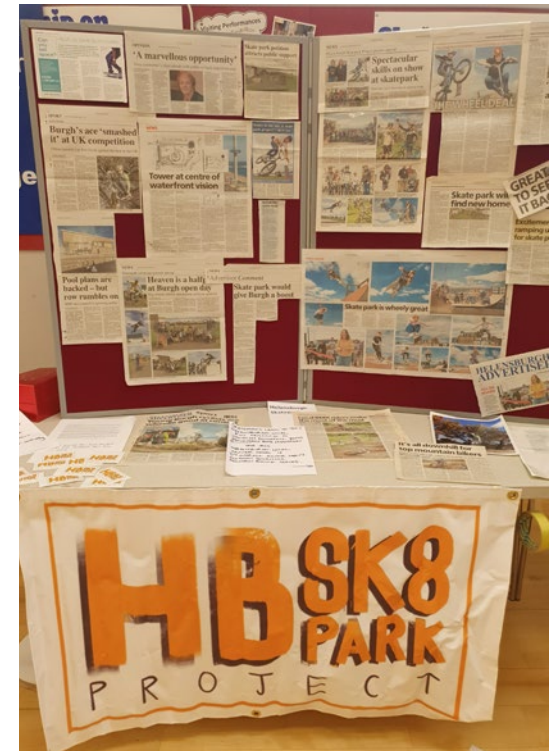
The provision of a workable destination park will require not only the structure itself but also services (some of which are already on the Pier/waterfront area) including: water, storage, lighting, soft landscaping, sanitary provision, other leisure provision, recycling & waste disposal, security provision (CCTV).

The provision of leisure space accessible to the public will stimulate other positive activity in the area, making it more attractive to subsequent hospitality and leisure development.

Urban sports have the potential to appeal to 'difficult to reach' youths who often have little interest in more structured team sports activities.

They can contribute to skill building, self-confidence, social inclusion and healthy, active lifestyles and reduce antisocial behaviour.

The skatepark can be made more inclusive with additional features, for example a sensory pathway for wheelchair and visually impaired users. With the addition of other areas the space can be enjoyed by all ages and abilities.

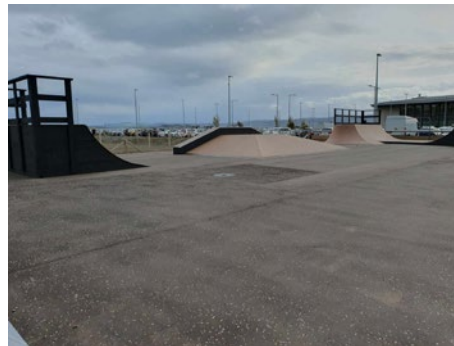


The Skatepark Project stand at one of the Community Engagement Events

PROPOSAL 14: Build a permanent Skatepark on the Pierhead Site

LOCATIONS: 3, 4

- **14.1:** Develop a permanent Skatepark in 480m² of space on the Pierhead Site. (As a rule of thumb, the space required for ten concurrent users is around 450m²).
- **14.2:** Designed to support the full range of urban sports, which may be defined as skateboarding, BMX, in-line skating, scootering, free running and any other sports or activities that can make use of similar facilities.
- **14.3:** The provision of a workable destination park will require not only the structure itself but also services (some of which are already on the Pier/waterfront area) including: water, storage, lighting, soft landscaping, sanitary provision, other leisure provision, recycling & waste disposal, security provision (CCTV).



The temporary Skatepark on the Pierhead Site

NPF4

POLICY 15	Local Living and 20 Minute Neighbourhoods
POLICY 21	Play, Recreation and Sport
POLICY 23	Health and Safety
POLICY 27	City, Town, Local and Commercial Centres
POLICY 30	Tourism

LDP2

POLICY 23	Tourist Development, Accommodation, Infrastructure and Facilities
POLICY 26	Informal Public Outdoor Recreation and Leisure Related Development
POLICY 49	Sport, Recreation and Community Facilities

PROPOSAL 15

Improve and maintain Outdoor Sports and Play Areas

Outdoor Sports and Play

Sports Areas

Much of the excellent leisure provision in Helensburgh is owned and provided by local businesses or organisations including:

- ☐ Helensburgh Sailing Club.
- ☐ Helensburgh Golf Club.
- ☐ Helensburgh Tennis Club.
- ☐ Helensburgh Cricket and Rugby Club.
- ☐ Craigendoran Bowling Club.
- ☐ Helensburgh Netball Club.
- ☐ Craighelen Tennis and Gym.
- ☐ Helensburgh Bowling Club.
- ☐ Colgrain Bowling Club.
- ☐ Colgrain Stables.
- ☐ The Journey Fitness.

The consultations identified a lack of indoor leisure opportunities or public spaces suitable for 7-a-side football and for social and recreational use rather than at competitive level.

Our local sports facilities are also key community resources which must be retained, enhanced and maintained.

- ☐ Hermitage Academy Pitches.
- ☐ Kirkmichael Multi-Use Games Area (MUGA).
- ☐ East King Street Pitches.

Play Areas

There are 4 play areas which are the responsibility of A&BC:

- ☐ Hermitage Park
- ☐ Kidston Park
- ☐ Kirkmichael
- ☐ Redgauntlet Play Area.

There are other play areas, e.g. Drumfork, which are the responsibility of local housing associations or the MOD.



Play facilities at Hermitage Park

PROPOSAL 15: Improve and maintain Outdoor Sports and Play Areas

LOCATIONS: 22, 23, 26, 29, 30, 35, 36, 37, 42, A3

- **15.1:** The retention, improvement and maintenance of the current play areas is recommended: Hermitage Park, Kidston Park and Kirkmichael Play Areas – family friendly café/kiosk's are also supported alongside the play areas at these locations. Maintain and upkeep Redgauntlet Road.
- **15.2:** Space for a football cage to cater for football/netball, basketball in a public area for safety of users. (See also Proposal 16).



Kidston Park Play Area, Hermitage Park Play Area and Redgauntlet Road Play Area

NPF4

POLICY 15

Local Living and 20 Minute Neighbourhoods

POLICY 21

Play, Recreation and Sport

POLICY 23

Health and Safety

POLICY 30

Tourism

LDP2

POLICY 26

Informal Public Outdoor Recreation and Leisure Related Development

POLICY 49

Sport, Recreation and Community Facilities

PROPOSAL 16

Establish a Community Sports Centre and Educational Outdoor Learning Base at the old Hermitage Primary Annex

Sports and Education Area at Hermitage Primary Annex

The PAL (Parents for Active Learning) Committee has been looking into the future of the Hermitage Primary Annex site.

The Annex site in Hermitage Primary School's grounds has been earmarked for development⁵⁵ without consultation with parents and carers.

The school is in desperate need of additional outdoor play space — the current playground floods when it rains and is on a camber that makes ball games and sports impossible.

The Annex is in the centre of the playground and makes up around 50% of the potential outdoor education space for children at the school. The building and playground were part of the school and in use until 2013, when the building was declared unsafe for use.

The school now has less available space than fifteen years ago and less than the other Helensburgh Primary Schools despite having a larger number of pupils.

If a future rebuild were to be considered on the site, it would be prudent to retain the space to enable meeting the children's educational and physical requirements.

Outdoor learning is essential for children's development, yet there is no green space at all within the school grounds.

Outdoor learning at the nearby park is not always possible — taking classes to the park with parent volunteers isn't a sustainable solution.

The aspiration is for the proposed facility to be in shared use by local sports clubs. Early conversations have shown that Helensburgh needs more sports pitch facilities to accommodate different sports clubs' evening meets. This would also accommodate grass roots sports like rugby or football development which would no longer need to be done inside the Hermitage Primary school hall. The shared community space would also generate an income.

Hermitage Primary School will have use of the activity area during school hours, term time, allowing clubs to book the caged pitch after school hours and during the weekends and school holidays. The outdoor classroom will also serve a dual purpose, housing the sports locker facilities.

Key facts:

- ☐ The site was home to the old Hermitage Victorian school building (demolished in 2022 after a fire).
- ☐ It's been fenced off since then due to leftover demolition materials.

- ☐ PALs investigations show that Education Services declared the land 'surplus to requirements' last year and they have now discovered that the area was declared surplus to the school requirements since 2019.

The Council's Estates Section now manages it and is considering using it for Emergency and Supported Housing.⁵⁶

- ☐ If the site is deemed unsuitable for these uses, they have indicated they will revisit alternative options — including an outdoor play space which PAL has been lobbying for.

PAL want to protect the space to use for outdoor play and learning.



Aerial view of the Annex Site at Hermitage Primary School

PROPOSAL 16: Establish a Community Sports Centre and Educational Outdoor Learning Base at the old Hermitage Primary Annex

LOCATION: 23

- **16.1:** Phase 1 – Redesignation from housing to community use for sports and education.
- **16.2:** Phase 1 – Take ownership of the land. PAL has lodged an expression of interest on 17th March 2025 for the land and are taking preparatory steps to form a Trust that could support the oversight, development and operation of the activity area.
- **16.3:** Phase 2 – Design and build the outdoor sports and learning area. (See also Proposal 15.2).
- **16.4:** **CAP** Develop a strategic plan. PAL are costing up the plans for the site and wish to speak with Funders from sports authorities, corporate sponsors, military groups and existing community sports clubs about future plans, while continuing to consult with the Helensburgh community to focus on meeting community needs.



The vacant Annex Site is right next to the Primary School Building and could be used to provide a Multi-Use Games Area

NPF4

POLICY 9	Brownfield, Vacant and Derelict Land and Empty Buildings
POLICY 15	Local Living and 20 Minute Neighbourhoods
POLICY 18	Infrastructure First
POLICY 21	Play, Recreation and Sport
POLICY 23	Health and Safety
POLICY 25	Community Wealth Building

LDP2

POLICY 26	Informal Public Outdoor Recreation and Leisure Related Development
POLICY 49	Sport, Recreation and Community Facilities

■ PROPOSAL 17

Develop a Pump Track and Active Play Area at Kirkmichael, with Community Space

Active Play Area at Kirkmichael

Kirkmichael Play Area has the potential to provide excellent active play facilities for all ages. At present the site is rundown and neglected, some equipment including the skatepark and MUGA (Multi-Use Games Area) is not fit for purpose.

The skatepark equipment has been placed too close together in a fenced area allowing no space to move from one piece of equipment to another with no space for run off, making it unsafe to use.

The MUGA suffers from flooding and for half the year is dark after school as the floodlights are not operational and there is no lighting in the park. The children's play area is often not accessible due to the extremely long wet grass under and around all the equipment.

The residents of Kirkmichael are keen to restore and improve the active play equipment available in the estate and have sought expert advice on how this could be achieved. The youth of Kirkmichael have expressed a desire for a pump track, which can be achieved within the available unused space in the park.

The Kirkmichael Community Development Group (KCDG) intend to bid for funding to achieve these aims.

A pump track is a continuous circuit featuring rollers, berms, and other features designed for riders to generate momentum through body movements rather than heavy pedalling. It is an inclusive space for all ages and abilities, perfect for children and young people to master biking, scooting, and skateboarding in a secure environment.

The pump track will stand as a valuable community asset, funded by the very individuals who have worked hard to ensure its creation. The final design will be shaped by community input, ensuring its uniqueness and relevance.

The track will foster a cycling culture among young people and children, providing a space for skill-building and fun. It will cater to beginners and experienced riders alike. By offering an enjoyable exercise environment, the track will encourage healthy and active lifestyles. Engaging in physical activities will contribute to improved wellbeing and confidence.

The pump track project will create opportunities for community members of all ages to engage in volunteer work, fostering connections and offering potential routes into employment.

Evidence suggests that the presence of a pump track can deter anti-social behaviour as it provides a positive outlet for young people. The pump track will be a hub of positive energy, where friendships flourish, skills are honed, and lasting memories are created.

The project places inclusivity at its core, dedicated to creating a track accessible to all, regardless of skill level or physical ability. ensuring that everyone can experience the track's joy once it has been built.

Access to the track will be free, with minimal charges for organised events, coaching, and competitions.



Skatepark at Kirkmichael

PROPOSAL 17: Develop a Pump Track and Active Play Area at Kirkmichael, with Community Space

LOCATION: 36

- 17.1: Designate land for use as a Pump Track.
- 17.2: Detailed design of the Pump Track and surrounds so that future developments can be sustainably incorporated.
- 17.3: Construct the Pump Track including wider access and drainage improvements.
- 17.4: Improve surrounding facilities in accordance with the agreed masterplan, e.g. community room, cafe, public toilets and community raised beds. (See also Proposal 6.1).
- 17.5: **CAP** Undertake engagement with local community and end users.

NPF4

POLICY 15

Local Living and 20 Minute Neighbourhoods

POLICY 21

Play, Recreation and Sport

POLICY 23

Health and Safety

POLICY 25

Community Wealth Building

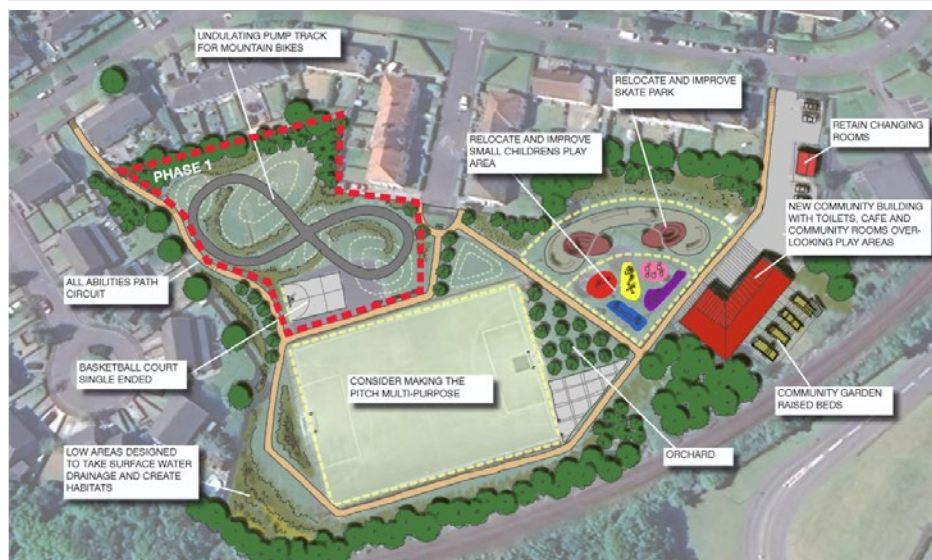
LDP2

POLICY 26

Informal Public Outdoor Recreation and Leisure Related Development

POLICY 49

Sport, Recreation and Community Facilities



The current facilities at Kirkmichael are not fit for purpose; there is a proposal for redevelopment of the area

■ PROPOSAL 18

Prioritise affordable housing and smaller housing units

■ PROPOSAL 19

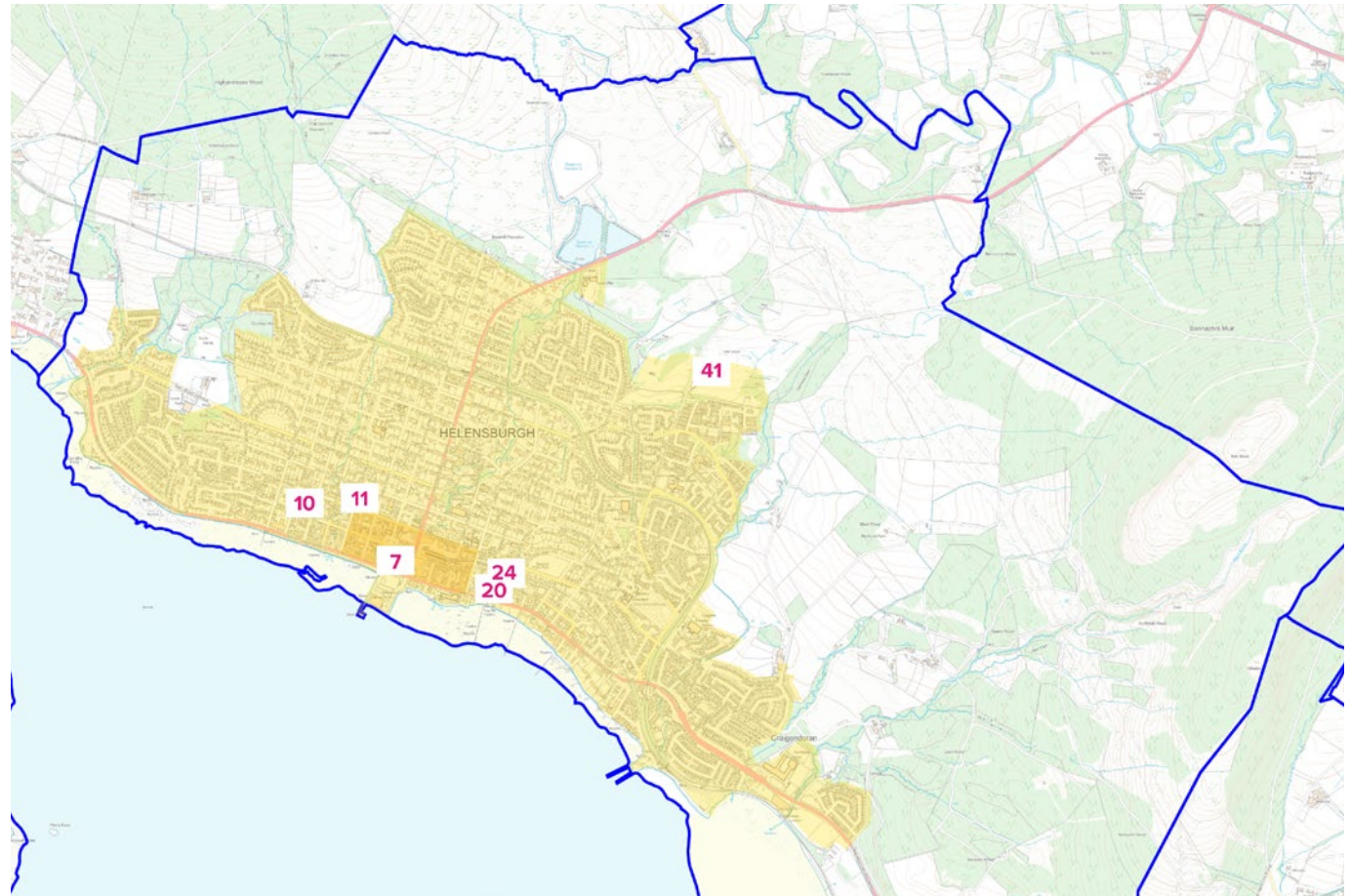
Developments should be sustainable and carbon neutral

■ PROPOSAL 20

Increase provision of Visitor Accommodation

Accommodation Proposal Locations

- 7 14-18 Colquhoun Street
- 10 Telephone Exchange
- 11 Corner of John St and West King St
- 20 10 Lomond Street
- 24 George Street Yard
- 41 Golf Course Site
- 43 Colgrain Business Park
- A2 Town Centre
- A3 Urban



Context

Helensburgh's housing is, in part, a treasure, but it is not without problems. The original broad streets, grid layout, street trees and green verges are much valued. The Victorian and Edwardian housing, though beautiful to look at, is expensive to maintain and difficult to heat and insulate.⁵⁷

Of more modern construction, there are a set of postwar streets, three relatively new housing estates, and extensive sets of housing built originally for the Navy.⁵⁸

Given that the population is older than average, there is a lack of suitable one-story or lift-accessible housing.

Helensburgh and Lomond has 172 'Empty Homes' and 156 'Second Homes'.⁵⁹ It is, of course, the most urban part of A&B, but nonetheless housing supply is quite tight.

Of the land designated for new housing in LDP2 in Helensburgh itself, the only remaining area is the land currently owned by the Golf Course – the other LDP2 tranches are complete.

During the community engagement residents told us that there is not enough affordable housing for their children to remain in the area.

For these reasons, we support controlled expansion of housing and other development within the town whilst retaining the character of the town and protecting the environment.

With reference to the Environment, Green Space and Biodiversity theme, retain Green Belt status for the Empress Fields as a natural divide between the town and the historic village of Rhu, keeping a sense of place and halting ribbon development, and settlement coalescence.

We believe that any new housing development should follow the following caveats:

- ❑ Any development must provide the means to ensure that the additional services and facilities required by the increase in population (and cars) are provided. No development should proceed without the funding for additional services and facilities being guaranteed.
- ❑ Housing development on existing brownfield sites should be prioritised before greenfield sites and developments need to be as sustainable and carbon neutral as possible following best practice guidelines available.
- ❑ The priority for Helensburgh is provision of affordable housing and smaller homes with 1-3 bedrooms.
- ❑ Developments should be sustainable and energy efficient.
- ❑ Should future development come forward in the Helensburgh area, we encourage the local authority to lay out expectations for affordability and choice in our area and provide developers with clear guidance that submissions must fulfil recognised community needs, not just be provision of stock designed to maximise profit.

Green Energy

As well as individual buildings being sustainable and energy efficient, the community may wish to explore the possibility of an appropriate renewables project (e.g. solar, wind, etc.) which could offer benefits to the area, for example, via a local development trust.



Various types of housing in Helensburgh

■ PROPOSAL 18

Prioritise affordable housing and smaller housing units

Argyll and Bute was amongst the first Scottish local authorities to declare a housing emergency, in 2023. The overall situation remains serious. There is particular need for affordable housing, which nonetheless needs to be energy-efficient and appropriate to the West of Scotland climate. This housing need is predominantly for smaller accommodation.

HOMEARGYLL WAITING LIST 11/24 ⁶⁰	0/1 BED	2 BEDS	3 BEDS	4+ BEDS	TOTAL
Helensburgh & Lomond Active applicants (excluding those with 0 points/no defined need)	226	142	93	36	497
	45%	29%	19%	7%	

The A&B housing strategy, and an associated Strategic Housing Investment Program (SHIP), envisages the building of 1170 new affordable homes across A&B between 2025 and 2030.

There are two main sources for this building: direct investment by social landlords, and the requirement that new privately built housing estates should provide 25% affordable units.

This plan includes 119 homes in Helensburgh & Lomond as follows:

A&BC STRATEGIC HOUSING INVESTMENT PROGRAM⁶¹

POTENTIAL COMPLETIONS H&L 25/6 TO 29/30

PROJECT ADDRESS	DEVELOPER	UNITS	COMPLETION
East Clyde Street	ACHA	14	Year 1
Grant Street, Helensburgh	Dunbritton	14	Year 1
Cardross	Dunbritton	30	Year 1
18th Tee, Hel. Golf Club	Dunbritton	16	Year 3
Hel. Golf Club	Dunbritton	45	Year 4
		119	Total

Of these, E. Clyde St and Grant St are direct investment by ACHA. Cardross is 25% of the proposed CALA development, and the Golf Club similarly 25% of the proposed Taylor Wimpey development. '18th Tee' is direct investment by Dunbritton, but depends upon services (drainage etc.) being supplied as part of the larger Golf Course build.

There are currently two main sources for this building: direct investment by social landlords often on brownfield sites in town, and the requirement in LDP2 that new privately built housing estates of more than 8 units should provide 25% affordable units.

Given the shortage of land and the housing emergency, we would ask for a minimum of 30% quality affordable housing on newly built housing of 8 or more units, increasing the percentage in LDP2 to enable more affordable housing.

Smaller Housing Units

Many older residents who enjoy extensive social networks and have spent decades in the town, but who now need to downsize, (as revealed by our engagement exercise), find the local market offers little suitable housing. Energy-efficient single-storey homes are especially scarce. Anecdotally, as a result, some people leave Helensburgh.

- LDP3 should provide ample smaller housing units in Helensburgh built to 'Lifetime Homes Standards' focused on creating accessible and adaptable housing. The standards aim to make homes usable by people of all ages and abilities, including those with disabilities, by incorporating features that allow for easy movement, use, and

future adaptations. Bungalows or medium-scale multi-story apartments with lifts would be suitable. All such housing should be energy efficient and accessible by public transport.

PROPOSAL 18: Prioritise affordable housing and smaller housing units

LOCATIONS: 7, 10, 11, 20, 24, 41, A2, A3

- 18.1: Given the shortage of land and the housing emergency, there should be a minimum of 30% quality affordable housing on newly built housing developments of 8 or more units, increasing the percentage in LDP2 to enable more affordable housing.
- 18.2: Encourage the development of step-free housing in Helensburgh, and prefer medium-scale multi-story apartment proposals with lifts.



Recent housing development on the east and west sides of Helensburgh: Alder Gate, Hermitage Grange and Duchess Gait

NPF4

POLICY 9	Brownfield, Vacant and Derelict Land and Empty Buildings
POLICY 15	Local Living and 20 Minute Neighbourhoods
POLICY 16	Quality Homes
POLICY 25	Community Wealth Building

LDP2

POLICY 67	Provision of Housing to Meet Local Needs including Affordable
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■ PROPOSAL 19

Developments should be sustainable and carbon neutral

Sustainable Development

Development should be energy efficient. Buildings should be well insulated, and consideration given to energy generation, e.g. solar panels, heat pumps etc.

Older Housing

Much of Helensburgh's historic housing is expensive to maintain, and difficult to bring up to modern standards of energy efficiency. Increased rainfall and high winds add to the problem. Some historic properties have been divided into apartments, but the traditional 'upper and lower conversion' style still leaves large spaces with high ceilings. Any post-installed wall insulation inside the buildings usually damages historic features like cornicing.

This is a long-standing problem which will not be resolved quickly. Nonetheless, we would make the following recommendations:

- Work with A&BC and Home Energy Scotland to identify effective and non-destructive ways to increase the energy efficiency of traditional buildings (Helensburgh has a particularly significant number of sandstone construction, which have specific issues).

- Ensure that these energy and cost-saving strategies are not compromised by the rules of the Conservation Areas.
- Seek funding to encourage homeowners and private landlords to upgrade.

61 units of Helensburgh's share of the affordable housing program depends on the proposed Golf Course development. This development was not well received in Helensburgh when first submitted, and attracted numerous serious objections, regarding traffic management, drainage, energy efficiency, design quality, provision for active travel, and lack of local services.

Most significantly, it depended upon a proposition to relocate and expand parts of the golf course onto virgin peat land. This fundamental feature of the development was rejected by Nature Scotland and caused the withdrawal of the original application.

We remain committed to finding a way of meeting Helensburgh's affordable housing target. There would seem to be two alternatives to do this is a sustainable way.

- Find sufficient 'brown field' and in-fill sites on which to build multi-occupancy buildings (on the model of the recent developments at Jeannie Deans etc.). Several potential locations are identified as 'derelict or underused' within this document. Clearly, this also requires sufficient funding for the social landlord to acquire and develop sites.
- Agree on a revised proposition for the Golf Course site. An appropriate proposal would not impact on peatland or forest, and would encompass:
 - Better drainage management.
 - Improved urban transport (with and without cars) and consideration of local services – e.g. education and health provision.
 - Sustainable energy features.
 - At least 45 affordable homes, and the necessary services for the 18th Tee development.

PROPOSAL 19: Developments should be sustainable and carbon neutral

LOCATIONS: A3

- **19.1:** Ensure that building standards in Helensburgh take due account of trends in extreme weather events(wind and rain and potentially snow or heat) and that consent for planning rigorously explores if proposed sites are suitable for the development in the long term and what the combination of risks are. (See also Proposal 1.1).
- **19.2:** Driveways and other areas of hard standing must have as a condition a fast-draining permeable surface. (See also Proposal 2.1).
- **19.3:** Have strong regard to planning proposals in areas currently holding or mediating water run-off and consider hydrostatic challenges to drainage and sewerage from development above the town and closer to the wastewater treatment facility at Ardmore. (See also Proposal 2.1).
- **19.4:** On all new developments, separate sewerage from surface and storm drainage through Sustainable Urban Drainage Systems (SUDS). (See also Proposal 2.2).
- **19.5:** Housing development on existing brownfield sites should be prioritised before greenfield sites. (See also Proposal 3.1).
- **19.6:** Curtail the growth of development to the east of Helensburgh which was seen to be veering towards urban sprawl. (See also Proposal 3.3).
- **19.7:** Generous public green space provision should be included in consultation with the community – woodland, orchards and wildlife areas. (See also Proposal 4.5).
- **19.8:** Mandate requirement in planning applications, space and conditions suitable to extend planting street trees for climate mitigation, biodiversity, pleasure and wellbeing in new developments. (See also Proposal 4.6).
- **19.9:** Potential developers should be encouraged to build more contemporary energy-efficient homes.
- **19.10:** All new housing should include low carbon solutions to supply electricity, heating and hot water.
- **19.11:** New development proposals must incorporate safe walking/cycle routes to integrate with existing paths through and around the area's settlements, and where possible meet the vision for active travel and 20 minute neighbourhoods laid out in this LPP. (See also Proposal 23).

NPF4

POLICY 9	Brownfield, Vacant and Derelict Land and Empty Buildings
POLICY 15	Local Living and 20 Minute Neighbourhoods
POLICY 16	Quality Homes

LDP2

POLICY 04	Sustainable Development
POLICY 05	Design and Placemaking
POLICY 09	Sustainable Design
POLICY 34	Electric Vehicle Charging

PROPOSAL 20

Increase provision of Visitor Accommodation

Visitor Accommodation

Helensburgh has a significant shortage of accommodation for visitors.

While the town's heritage is as a resort for day visitors, and that is still the predominant tourist use, there is an opportunity to bring more visitors, increase local spend, and strengthen local business by making it easier to stay. This would also help increase year-round tourism opportunities.

Helensburgh is on multiple active travel routes including the John Muir Way and a convenient

gateway to Loch Lomond and The Trossachs National Park.

There is increased use by visiting Naval personnel and associated businesses as the Submarine school moves to HMNB Clyde and more berths are built for the new Dreadnought class of submarine. Some of our B&Bs are effectively filled by visiting contractors.

The number of tourist-available beds in hotels and B&Bs within the town has continued to fall, for a

variety of reasons. A search on Airbnb in Summer 2025 indicates there are currently 60 properties available for rent in Helensburgh.

We do not wish to encourage more self-catering short-term let in standard buildings, as this can result in under-used accommodation that could be used by permanent residents and tends to drive up rental prices. Conversion to B&B is a very appropriate use for some of our historic buildings.

PROPOSAL 22: Increase provision of Visitor Accommodation

LOCATIONS: 10, 11, 20, A2, A3

- 20.1: Identify from our list of under-used or derelict sites potential sites for moderately priced visitor accommodation and designate the land for that use in LDP3.
- 20.2: Look for sources of funding to encourage sympathetic conversion of larger buildings to visitor accommodation.
- 20.3: The current issues regarding the mechanics of the visitor levy, and the inordinate backlog of licenses for short-term let, are discouraging local providers from continuing or expanding. This needs to be resolved.
- 20.4: CAP Work with local accommodation businesses to identify particular problems, and to find ways to encourage succession planning. (It is suggested that many B&B owners simply retire and live in the properties).

NPF4

POLICY 25 Community Wealth Building

POLICY 30 Tourism

LDP2

POLICY 23 Tourist Development, Accommodation, Infrastructure and Facilities

■ PROPOSAL 21

Maintain roads and consider additional measures to ensure safety of all users

■ PROPOSAL 22

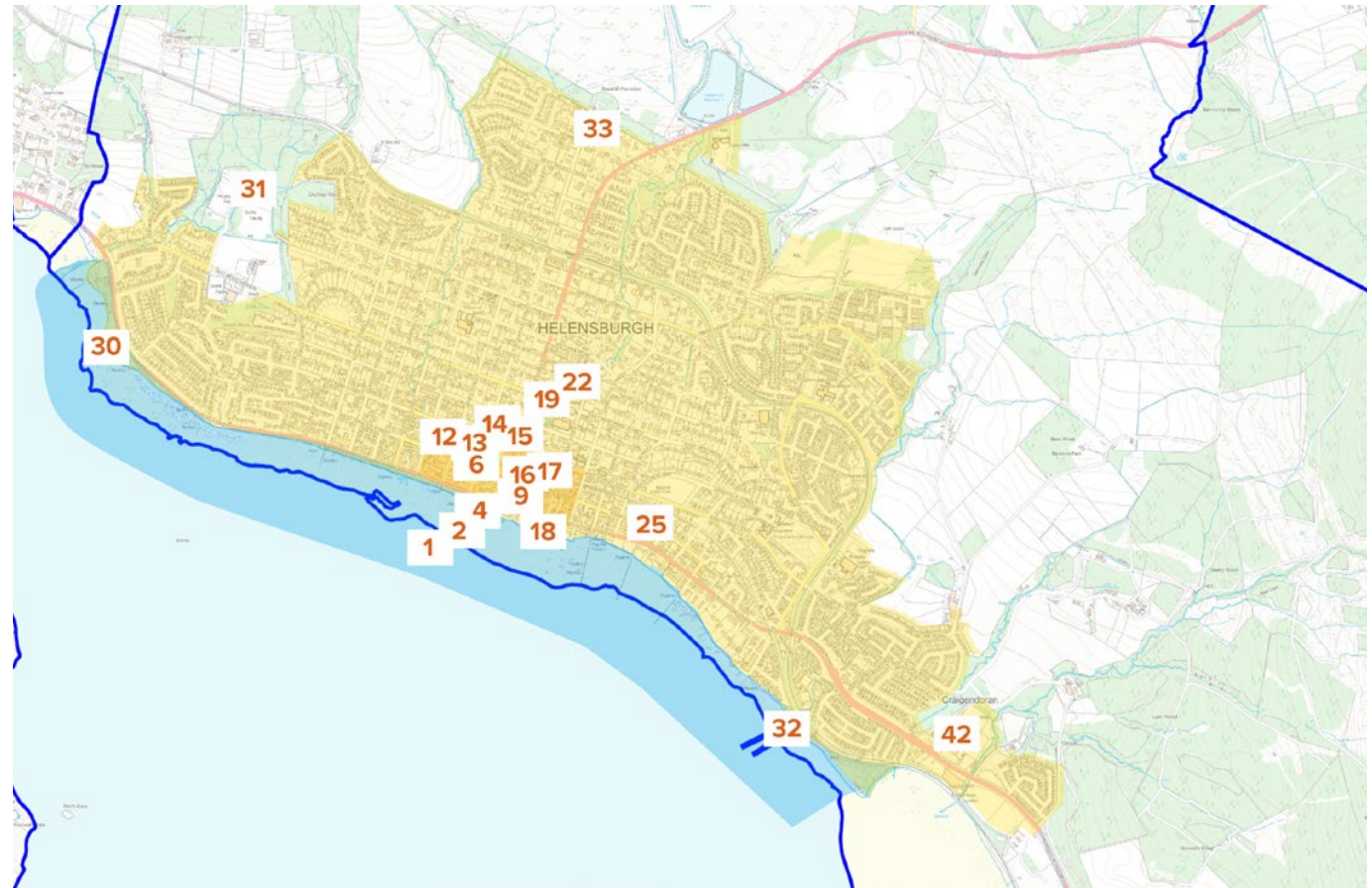
Car, Campervan and Coach Parking, EV Charging and Public Transport facilities to be improved

■ PROPOSAL 23

Develop a network of Active Travel Routes across the town and improve signage

■ PROPOSAL 24

Improve accessibility through upgrading and repair of pavements and dropped kerbs



Getting About Proposal Locations

- 1 Pier
- 2 Leisure Centre
- 4 Pierhead site
- 6 Colquhoun Square
- 9 Maitland Street Car Park
- 12 Helensburgh Library
- 13 Helensburgh Parish Church and Halls
- 14 The Submarine Centre

- 15 The Tower Arts Centre
- 16 Central Station
- 17 Multistorey Car Park
- 18 Civic Centre
- 19 Victoria Halls
- 22 Hermitage Park
- 25 Helensburgh Community Hub
- 30 Kidston Park
- 31 Duchess Woods

- 32 Craigendoran
- 33 The Hill House
- 42 Hermitage Academy
- A1 Waterfront
- A2 Town Centre
- A3 Urban

Context

Our engagement with the community confirmed that Helensburgh's external transport connections are critical to its continued health.

The shortfall in reliability of the train service and the paucity of bus connections towards Glasgow were mentioned frequently.

PROPOSAL 21

Maintain roads and consider additional measures to ensure safety of all users

Roads

Helensburgh is well connected by road to the A82 enabling travel into Argyll and the Islands or to Stirling, Glasgow and beyond. However, it doesn't take much in the way of bad weather or bad planning for the town to become gridlocked by flooding, traffic accidents or roadworks and to find all of the connection routes out of the town are shut.

The condition of the roads and potholes were frequently mentioned in the survey.

Speeding was another frequently mentioned subject. The Community Council supports the idea of introducing a standard 20 mph speed limit throughout the residential areas, leaving the A814, A818, and West Montrose Street at 30 for commuting routes. The speed limit on West Montrose St is routinely ignored and needs better enforcement.

The crossing from the Academy to Morrisons gives cause for concern for safety as the cars are often travelling in excess of the speed limit. School students cross without using the crossing responsibly, or directly from the school to the garage where there is no crossing. We need more traffic calming measures and a designated safe route from the school to the garage.

The road passing through Colquhoun Square continues to be a danger to pedestrians and cyclists. The problem needs to be resolved by additional traffic calming measures.

It is noted that there is a significant number of equestrian road users in the town, and their needs should also be considered.⁶² In addition, the poor quality of footpaths around the town (see Proposal 24) increases the possibility of other vulnerable users on the roads.

PROPOSAL 21: Maintain roads and consider additional measures to ensure safety of all users

LOCATIONS: 6, 42, A3

- 21.1: Repair existing problems, e.g. loose cobbles on the road across Colquhoun Square, and ensure any such repairs are to the highest standards.
- 21.2: Establish a program of regular inspections and maintenance to stop potholes and other issues developing.
- 21.3: Recommend adoption of a 20mph speed limit throughout the town's residential areas.
- 21.4: Recommend additional traffic calming measures at Hermitage Academy.
- 21.5: Recommend additional traffic calming measures on the road through Colquhoun Square.

NPF4

POLICY 13 Sustainable Transport

POLICY 14 Design, Quality and Place

POLICY 15 Local Living and 20 Minute Neighbourhoods

LDP2

POLICY 32 Active Travel

■ PROPOSAL 22

Car, Campervan and Coach Parking, EV Charging and Public Transport facilities to be improved

Parking

Parking at present is adequate to meet the needs of residents and visitors as well as provision of ample disabled parking. The facilities are, however, showing signs of dilapidation and poor management.

Charging for public car parks is inconsistent, and much-needed revenue is being lost as a result. Many car parks are informally used by local garages and other businesses as long-term stores for vehicles. When charging is introduced at the Pier car park, there will be an increase in on-street parking outside the restricted parking zone in the town centre.

The RPZ (Restricted Parking Zone) is not understood by residents or visitors, the signs are not clear and are only visible when entering the zone. There is nothing visible when parking to explain that you cannot park on the roadside. The parking bays are not clearly marked. This policy may bring in revenue for the council in fines, but it causes many collisions in Colquhoun Street between cars exiting bays and cars parked on the roadside. Yellow lines need to be reinstated on Colquhoun Street, James Street and the Pier Slipway. A Disabled Parking Bay needs to be created by the Public Toilets.

Coach Parking

Lack of coach parking near the town centre is a major issue for retailers and tourism. There is much potential for increased use by coach tour and cruise ship parties.

Campervan Parking

There is no commercial local campsite or facility for camper vans – a further potential source of income for local retail and catering businesses.

Limited parking provision is available at Kidston Park, and informally people are parking campervans at the Pier car park. Formal campervan parking spaces could be established at the Pier car park, and more facilities could be provided, for example at Craigendoran.

EV Charging

The requirement for use of EV Charging Points is expected to increase and there is currently limited provision in the town. More, and faster, charging points would provide revenue and also attract visitors into the town centre while their vehicles charge.

EV charging points should be allocated in all new build housing projects.



*The Multistorey car park
Bus waiting area at the Pier car park*

Public Transport

Helensburgh has rail connections to Glasgow and Edinburgh, making it convenient for commuters. However, the line increasingly experiences cancellations due to weather conditions.

The bus services are good to the west of the town to the Peninsula. Accessing Alexandria, Dumbarton, Paisley, or Glasgow by bus presents challenges due to the infrequency and unpredictability of the service schedules, making them unreliable for consistent use.

Accessing hospitals by public transport is a particular concern of the over 60's for whom bus is a favoured method of transport.

In the town, there is a well-used and vital circular bus service. This needs to be extended to the new estates and would also be improved by including Sinclair Street.

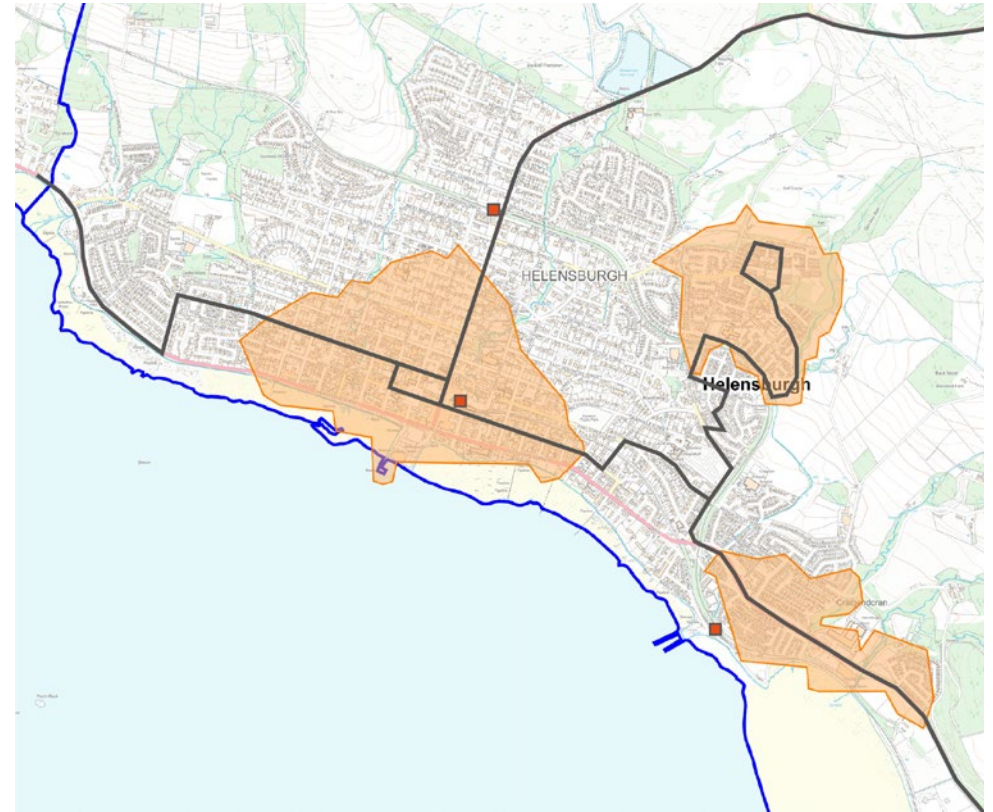
- ☐ Housing development in Helensburgh should be within a short walk of Public Transport to enable access to hospitals, employment and other services.
- ☐ Where housing has been developed beyond existing services or the public transport service does not meet the requirement efforts should be made to resolve the issue.
- ☐ Public Transport and Active Travel Routes should be linked together to provide a sustainable travel network.
- ☐ Consideration should be given to an additional stop providing better access to the Hill House.

Living Local / 20 Minute Neighbourhoods

Living local⁶³ is all about creating places where everyone has the opportunity to meet most of their daily needs within a reasonable distance of home, safely and comfortably. We know that if our daily needs are within easy reach, more people will be enabled and encouraged to walk or use their cycle/mobility device.

Some core daily needs are universal, such as the need to access good quality work, affordable and healthy food, sustainable transport, education, training, and health and social care services, to participate in leisure and cultural activities, spend time outdoors, and access local shops, post office and banking.

Given the shape and size of Helensburgh living local well is based on a walk of approximately 7-10 minutes each way. The distances covered in a 20 minute round trip can vary depending on the quality of the walking environment: individual and community circumstances, age, ability, location, and topography all play a part.



Isochrone map showing a 10 minute walking radius for the average person from Colquhoun Square, the Supermarket at Drumfork, and Morrisons Supermarket at the east end of the town. Also shown are the local bus routes, and the location of the three train stations.

PROPOSAL 22: Car, Campervan and Coach Parking, EV Charging and Public Transport facilities to be improved

LOCATIONS: 4, 9, 16, 17, 30, 32, A2, A3

- 22.1: The Town Centre parking policy needs to be reviewed, new policy should include the removal of the RPZ (Restricted Parking Zone), the reinstatement of yellow lines, new Disabled Parking Bay by the Public Toilets at the Pier, Park and Ride facility at Maitland Street, and enforcement of parking regulations.
- 22.2: Helensburgh needs the Local Development Plan 3 to make specific provision for coach parking in the centre of town to allow the accommodation of no fewer than 4 coaches at any one time.
- 22.3: Parking for campervans at Kidston Park has been well used and encourages tourists to stay in the area en-route to the islands. More Campervan provision could be made near the Leisure Centre and at Craigendoran.
- 22.4: Car parks should be upgraded to include EV charging points where possible.
- 22.5: Additional Bus Stops should be established around the town, linking to Active Travel Routes and giving better access to attractions such as Hill House.

NPF4

POLICY 13

Community Wealth Building

POLICY 30

Tourism

LDP2

POLICY 23

Tourist Development, Accommodation, Infrastructure and Facilities



The Bus waiting area on the Pier Site is regularly fully occupied with visiting coaches, even during the winter months. There are Campervan parking bays at Kidston Park. EV Charging provision is limited.

■ PROPOSAL 23

Develop a network of Active Travel Routes across the town and improve signage**Active Travel**

The strength of support was maintained throughout the engagement, with many people attaching great importance to improvements to the local path network and extending existing green corridors out through new developments, combined with **a strong desire to support walking and cycling.**

The importance of good quality outdoor recreation facilities is now more important than ever. They are central to promoting our own health and wellbeing and to the development of our tourism offering.

Our area has an abundance of natural resources: our hills, woods, waterfront, and Reservoirs and Skating Pond. We want to enhance and protect these assets developing our walking routes and cycleways in an environmentally sustainable way.

There is potential for developing mountain bike routes and investigating the opportunities around e-bikes, supporting and developing our tourism economy. There is also an opportunity to improve facilities for equestrian users.

Cycling

There has been sustained support for a cycle path linking Dumbarton to Helensburgh and on to Garelochhead.

Helensburgh residents are frustrated at the time this is taking to be achieved. The Route to Cardross is particularly dangerous without even a good footpath linking the two areas.

The desire for a good active travel route linking these destinations to Helensburgh is a priority.

Walking

The comments from the report *Making Places* are still valid:

'The town is the starting and finishing point of both the Argyll Sea Kayak Trail the John Muir Way and the Three Lochs Way. There are also ambitions to develop the cycle connection from Helensburgh to Dumbarton. There is potential for linking up individual paths and creating new circular routes based on Helensburgh featuring wildlife habitats and striking views of the Clyde Estuary.'

A positive characteristic of the town was the ability of people to walk and cycle around. The drawbacks of this were poor pavements in places, poor signage, limited knowledge of cycle paths and poor connectivity between routes. There is an opportunity to address these issues and instil stronger connections to the surrounding landscape and long-distance routes for walking or cycling, to improve both recreation and active travel.'

Core Paths in Helensburgh are good and walking in Duchess Wood, Highlandman's Road, the Reservoirs and Skating Pond and other local paths are enjoyed by many as a daily leisure activity.

These paths are maintained with the assistance of the **Helensburgh and District Access Trust**.⁶⁴

Local groups have already been instrumental in developing path networks and supporting biodiversity which has enhanced the area and contributed to the local economy by attracting visitors. Supporting further development of these networks as proposed will join up routes and aid access to public transport links. This will also continue Helensburgh's role as an attractive rural leisure destination.

Signage

Signage across the town could be improved. Street signs are faded, and key buildings and tourist locations should be clearly signposted.



Existing signage for Active Travel in the town

PROPOSAL 23: Develop a network of Active Travel routes across the town and improve signage

LOCATIONS: 1, 2, 12, 13, 14, 15, 18, 19, 22, 25, 30, 31, 33, A3

- **23.1:** Completion of the cycle path Cardross to Garelochhead.
- **23.2:** A safe route to cycle across town higher than the waterfront path as the majority of housing and schools are in the middle or upper streets of the town. Making a safer route to travel with 20 mph speed limits and other traffic calming measures would encourage active travel to and from work.
- **23.3:** High quality active travel routes, segregated where possible, to the town centre, railway station and local shops from all existing and new residential areas. Linking residents to services, retail and employment creating 20 Minute Neighbourhoods.
- **23.4:** Incorporating better facilities for cyclists on the roads as part of any traffic management scheme. Traffic lights could prioritise cyclists letting them cross first.
- **23.5:** ‘Home-zone’ design should be considered for all new residential areas, and where possible in existing areas, with slow-speed mixed-use areas not normally requiring cycle lanes.
- **23.6:** Ensuring high-quality and safer connections to facilities outwith the town centre – such as the Hill House.
- **23.7:** Continuing the core path from the waterfront to Craighendran linking a route from Kidston to Craighendran.
- **23.8:** Renew and replace the town maps and signposts to all key buildings and tourist locations within Helensburgh, e.g., Hill House, Submarine Centre, Library, Police Station, Leisure Centre.
- **23.9:** Improved signage to the John Muir Way, Three Lochs Way and promotion of local walking trails, e.g. those in the free Discover Helensburgh App.
- **23.10:** **CAP** Provision of Public rental e-bikes in the town centre, near to public transport.

NPF4

POLICY 13	Sustainable Transport
POLICY 14	Design, Quality and Place
POLICY 15	Local Living and 20 Minute Neighbourhoods
POLICY 20	Blue and Green Infrastructure
POLICY 21	Play, Recreation and Sport
POLICY 23	Health and Safety

LDP2

POLICY 26	Informal Public Outdoor Recreation and Leisure Related Development
POLICY 32	Active Travel

PROPOSAL 24

Improve accessibility through upgrading and repair of pavements and dropped kerbs

Accessibility

Many of the footpaths outside the town centre are of variable design, some gravel, some tarmac, some just grass, and in some places there are no discernible footpaths at all, meaning people walk/wheel on the roads.

Where there are paths, these often have potholes and broken surfaces. There is a lack of dropped kerbs, and limited ramp access to the beach area.

Getting around safely

There are several potential safety issues for people navigating the town:

- The layout of Colquhoun Square – the road runs through the centre of the square only marked by bollards, there could be a clearer demarcation between the pedestrian area and the road.
- For a significant portion of the seafront promenade there is no barrier.

- There is a large amount of pavement 'clutter' such as commercial waste bins left permanently on the pavement.
- Respondents highlighted issues with street lighting not being bright enough, and that public areas like Car Parks and Hermitage Park should be well-lit.

PROPOSAL 24: Improve accessibility through upgrading and repair of pavements and dropped kerbs

LOCATIONS: A1, A2, A3

- **24.1:** Upgrade and repair pavements and dropped kerbs for walking and those using wheelchair or pushchairs.
- **24.2:** Junctions should favour the pedestrian over the motorist at intersections along the shopping front of West Clyde Street.
- **24.3:** **CAP** Remove pavement clutter, especially commercial bins that are left out semi-permanently.

NPF4

POLICY 13 Sustainable Transport

POLICY 14 Design, Quality and Place

POLICY 15 Local Living and 20 Minute Neighbourhoods

POLICY 21 Play, Recreation and Sport

LDP2

POLICY 32 Active Travel

Document Notes – The full Bibliography with links to all sources follows this section.

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- 2 Sheen, *Helensburgh: The 'Garden City of the Clyde'*.
- 3 The John Muir Way attracts round 400,000 walkers each year (John Muir Trust, 2022). The Three Lochs Way, Argyll Sea Kayak Trail, Wild About Argyll Bikepacking Route.
- 4 Baird Television (2021).
- 5 Due to the nature of the research, topics emerged throughout the process, meaning that the earlier a topic was raised the more opportunity there was for additional feedback. Therefore, rather than providing quantitative data, a word cloud has been chosen to indicate the prevalence of topics raised.
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- 32 Ironside Farrar (2010), *Argyll and Bute Council Green Belt Landscape Study*.
- 33 Helensburgh Conservations Areas Group (2008, May). *An Appraisal of the Conservation Areas in Helensburgh 2008*.
- 34 Helensburgh's trees are the only urban tree collection included in the National Tree Collections of Scotland. Helensburgh Tree Conservation Trust (2024). *National Tree Collection of Scotland*.
- 35 Helensburgh Tree Conservation Trust (n.d.).
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- 62 See the British Horse Society (n.d.).
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Acronyms

A&B	Argyll and Bute
A&BC	Argyll and Bute Council
BID	Business Improvement District
CAP	Community Action Plan
CARS	Conservation Area Regeneration Scheme
CCAP	Coastal Change Adaptation Plan
CCTV	Closed-Circuit Television
CHORD	Campbeltown, Helensburgh, Oban, Rothesay and Dunoon
EV	Electric Vehicles
HCC	Helensburgh Community Council
HES	Historic Environment Scotland
HMNB Clyde	His Majesty's Naval Base Clyde, commonly known as Faslane
HSDP	Helensburgh Strategic Development Framework
LDP	Local Development Plan
LDP2	Local Development Plan 2, adopted on 28th February 2024
LDP3	Local Development Plan 3 currently scheduled to be completed by 2029
LEPO	Long-Established Woodlands of Plantation Origin
LLA	Local Landscape Area
LNCS	Local Nature Conservation Sites
LPP	Local Place Plan
MOD	Ministry of Defence
MSYP	Member Scottish Youth Parliament
MUGA	Multi-Use Games Area
NPF4	National Planning Framework 4
ONS	Office for National Statistics
OSPA	Open Space Protection Area
RPZ	Restricted Parking Zone
SDF	Strategic Development Framework
SEPA	Scottish Environment Protection Agency
SHIP	Strategic Housing Investment Program
SPA	Special Protection Areas
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage Systems

Acknowledgements

The Helensburgh LPP Steering Group wishes to acknowledge the following:

Photographs: Robin Smith, Pix by Pedro, Destination Helensburgh, Members of the HLPP Steering Group.

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Validation Checklist

Local Place Plan Validation

LOCAL PLACE PLAN NAME: Helensburgh Community Council – Vision For Helensburgh 2025

	STAGE 1: PRE SUBMISSION	Done	Where Found	Additional Information	
Prior to submitting a Local Place Plan to Argyll and Bute Council, the Community Body should send copies of the Proposed LPP and Information Notice as required below. (i) evidence that the proposed LPP and Information Notice was sent to the required groups and people. (ii) evidence of what was sent and when e.g. through copies of emails/letters to Councillors/Community Councils. (iii) a copy of the Information Notice that was sent.		✓		Councillor(s) in LPP area	Cllr Math Campbell Sturgess Cllr Paul Kennedy Cllr Gemma Penfold Cllr Fiona Howard Cllr Graham Hardie Cllr Ian Macquire Cllr Gary Mulvaney
		✓	Community Council(s) adjoining the LPP area	Rhu and Shandon Alexandria Cardross Luss and Arrochar	

	REGISTRATION REQUIREMENT	DONE	WHERE FOUND	ADDITIONAL INFORMATION
1	A copy of the finalised Local Place Plan	✓		
2	The name of the community body who has prepared the LPP	✓	Page 3	Helensburgh Community Council
3	Contact Details for your organisation	✓	Page 3	Secretary, HCC
4	Map of area indicating the boundary to which the LPP relates which must be sufficiently detailed to allow the boundaries of the LPP to be clearly identified. A digital boundary would be appreciated e.g. .shp, .dwg files.	✓	Page 3	Helensburgh Community Council Area
5	Statement of the community body's proposals as to the development or use of land within the local place plan area.	✓	24 Proposals are laid out in the LPP, Pages 22-80	
6	Map(s) identifying community body specific proposals for use or development of land or buildings.	✓	Pages 19, 22, 29, 41, 51, 66, 73	
7	Map(s) identifying any land or buildings that the community body considers to be of significance to the local area.	✓	Page 17	
8	Statement regarding consideration of other statutory plans.	✓	Page 4 and Appendix H Statutory plans are referenced throughout	
9	Local Development Plan: explanation of how the Community Body had regard to the Local Development Plan.	✓	Each Proposal states how it links to LDP2 Also See Appendix B Page 86, Appendix F and Appendix H	
10	Local Development Plan: reasons why the Community Body considers that the Local Development Plan should be amended.	✓	See Appendix F and Appendix H	
11	National Planning Framework 4: explanation of how the Community Body had regard to NPF4.	✓	Each Proposal states how it links to NPF4. Also see Appendix F and Appendix H	
12	Locality Plan a separate statement explaining how the Community Body had regard to any extant locality plan.	N/A		
13	Statement re. support for the LPP The Community Body's view of the level and nature of support for the local place plan. The basis on which this view has been reached, including details of representations received (what the support / objection is for and by whom).	✓	See Page 9 and Appendix D, and Appendix G	
14	Other Documents A copy of any document which is referred to in the LPP (unless it is published by the planning authority). This can be hyperlink, digital or hard copy (digital preferred). A list of references would be appreciated.	✓	Bibliography Pages 82-83	

Remaining Issues from LDP2 allocations

Much of Local Development Plan 2 is complete. The map identifies incomplete projects from LDP2. This LPP contains proposals for these sites.

PLACE	CURRENT STATUS	LDP2 LABEL	LPP LOC.	LPP PROPOSAL(S)
Town Centre & Waterfront	No current A&BC initiative	Action Area A2006	A1/A2	1, 2, 4, 5, 10, 24
Colgrain Business Park	Rural growth funding for 'Clyde Engineering & Innovation Cluster'	Business Area B2001	43	2, 6
Reservoirs	Potential leisure use	Action Area A2005	40	2, 4, 5
Golf Course Site	Housing: Taylor Wimpey proposal withdrawn. Awaiting events	Housing Area H2004	41	2, 5, 18
Craigendoran Waterfront	Potential maritime leisure and tourism use	Action Area A2003	32	22
Pierhead	Supermarket proposal under Judicial Review	Community Facilities C2001	4	7, 9, 12, 13, 14, 22

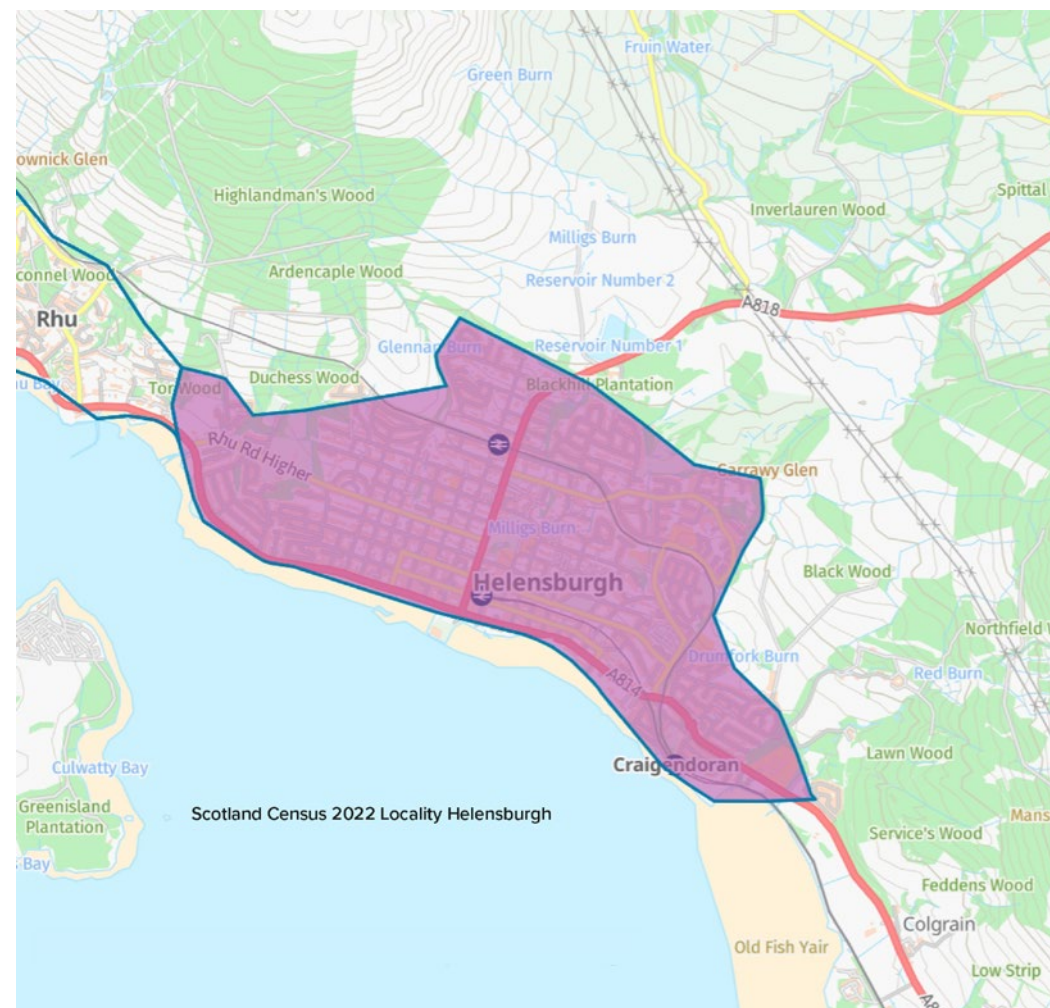


Map LDP2 areas Helensburgh

Helensburgh in Numbers

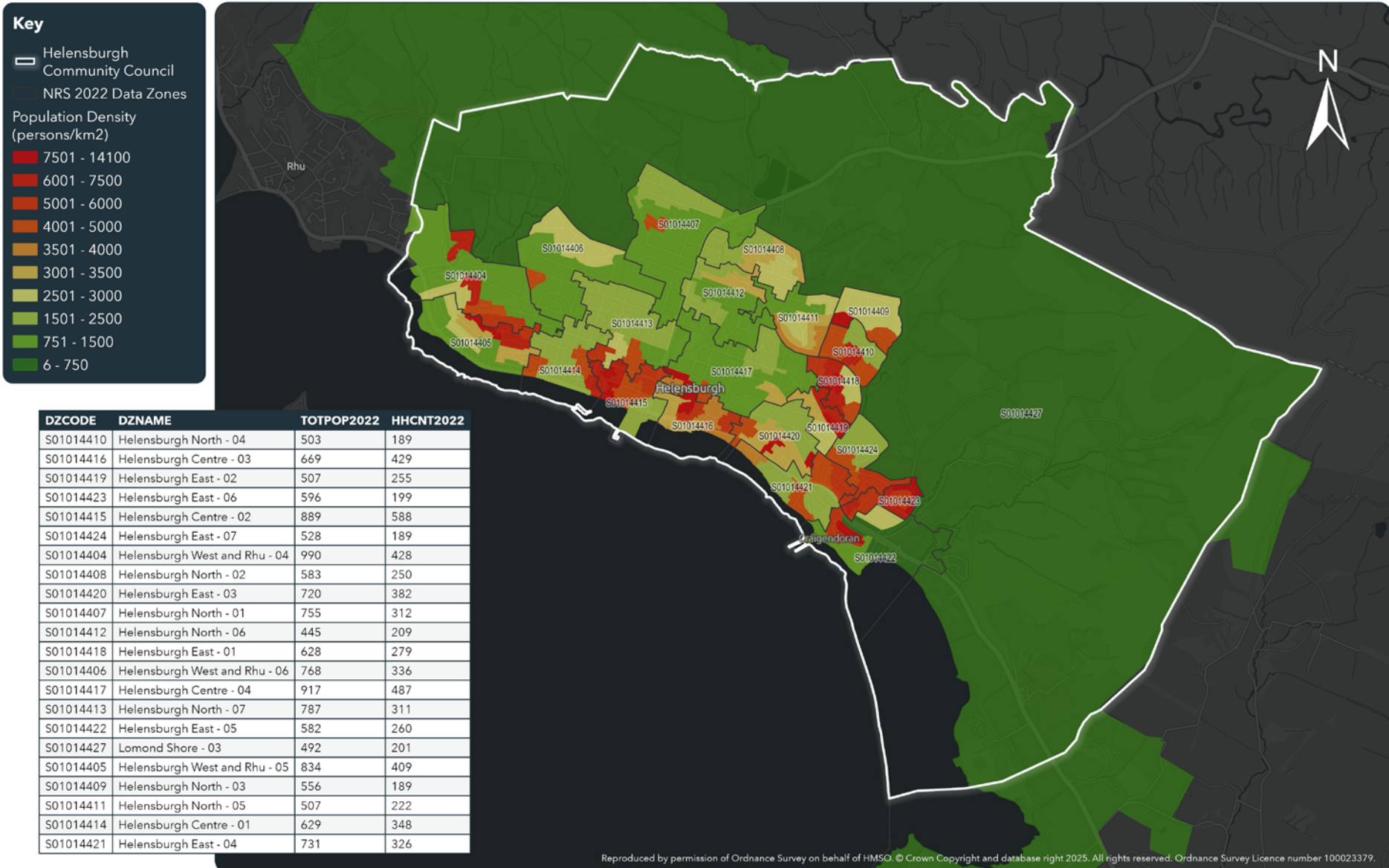
The census locality is a close proxy for the HCC area⁶⁵ for which summarised 2022 Census data is available, and we have used it below. To understand the scale of the difference, the data for the HCC area shows a population of 14,616, whereas the census locality has 14,127.

We are able to use some data from individual output areas to map densities across the HCC area, as shown in the following maps.



Helensburgh Community Council Population 2022 by Output Area (NRS)

Date Exported: 07/03/2025 Scale: 1:25,000@A3



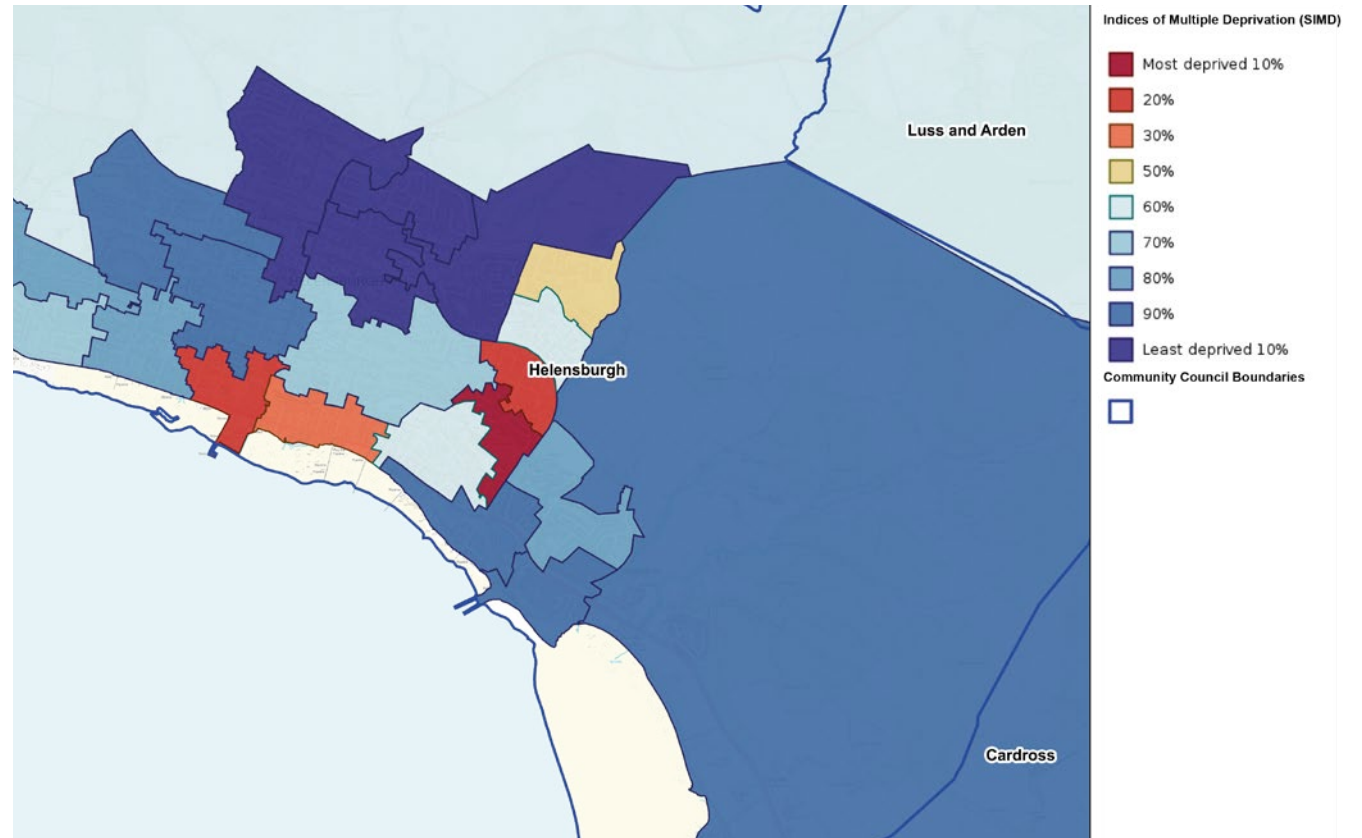
Deprivation

Helensburgh is often perceived as a wealthy town but it is worth noting that according to the **Scottish Index for Multiple Deprivation (2020)**⁶⁶ parts of Helensburgh East and Helensburgh Central are classified as being in the 20% most deprived data zones in Scotland, with part of Helensburgh East in the most deprived 10%.

Figures for children living in low-income families are available at Ward level. In Scotland, 21.8% of children live in low-income families; for Helensburgh the percentage ranges from 18% in Helensburgh Central to 10% in the Helensburgh West and Rhu Electoral Ward.

The Scottish Index of Multiple Deprivation (SIMD) uses seven domains to measure deprivation: Income, Employment, Health, Education, Access to Services, Crime, and Housing. These domains are combined to create an overall SIMD measure.

Not everyone within those areas is necessarily experiencing deprivation, and not all deprived individuals live in those areas, however these areas contain the highest concentration of households experiencing deprivation. They are areas containing a higher proportion of housing and social housing.



Conservation Areas

As can be seen from the map, there are three Conservation Areas in Helensburgh:

- Hill House, Helensburgh
- Upper Helensburgh
- Helensburgh Town Centre

There are many listed buildings in the town including 13 which are Category 'A'.

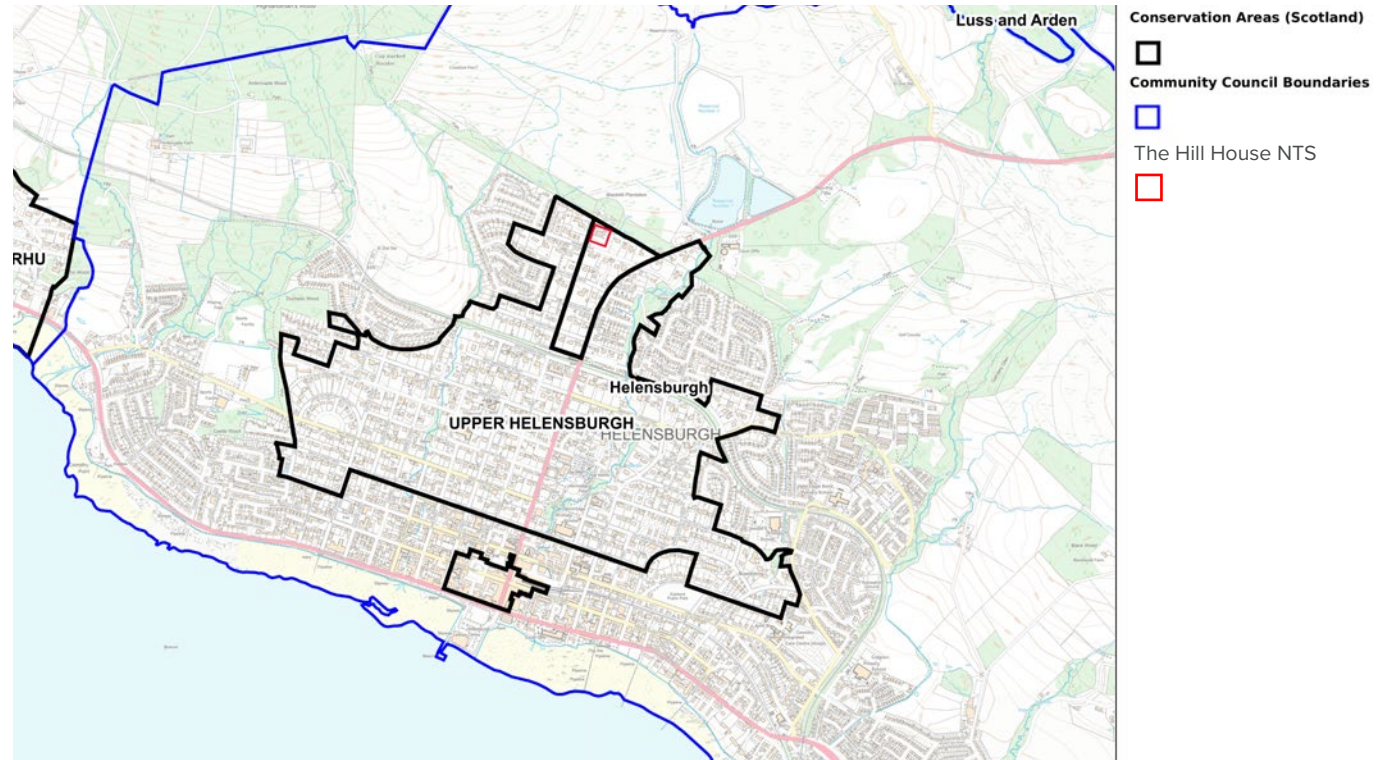
Helensburgh Conservation areas contain unifying features including: being laid out in a grid pattern, with tree-lined streets and grass verges, houses with south facing gardens, surrounded by high walls. Within the Conservation Areas are a concentration of listed buildings and architectural gems, with buildings designed by Charles Rennie Macintosh, William Leiper, A.N. Paterson, Honeyman and Keppie among others of high regard. Styles include Scots Baronial, Arts and Craft, and Art Deco influenced designs. Lower Helensburgh features Victorian Villas while more modern Edwardian styles can be found in Upper Helensburgh.

The gardens also contain specimen trees and unique botanical species collected from travels by botanists.

Description published 1846 (Hawkstone - Hutton and Gorie, 1846):

*'The town is regularly built and consists partly of one principle street, extending along the shore for more than a mile, and intersected at right angles by numerous other well formed streets. The houses are of a handsome appearance, and interspersed with pleasing villas having grounds tastefully laid out; the surrounding scenery, also, is agreeably diversified.'*¹⁶⁷

An aerial view across the Hill House Conservation Area. The Hill House can be seen encased in its protective 'Box', in place whilst conservation works take place.



Our Local Place Plan Process

Phase 1

Our aims were to:

- Raise awareness about the Helensburgh LPP and its purpose among a wide range of people who live in, work in and visit Helensburgh.
- Encourage and empower the community to get involved in the engagement activities that would follow the surveys.
- Keep people informed on the plan's progress and encourage them to participate in the Spring 2025 consultation exercise.

We wanted to target a diverse range of voices: all ages, genders, socio-economic groups, people dealing with physical or other health issues, new residents to Helensburgh and Scotland, business owners, people who volunteer, carers, military personnel and families (this list is not exhaustive).

The primary messaging for the initial awareness phase was:

- What matters to you about Helensburgh?
- Have your say.
- Shape the future of the whole town in an important new formal process.

Via the local print media, social media, posters, leaflets and attendance at communal events, we achieved a good coverage of the audience.

We were very aware of local 'survey fatigue' stemming from a perceived lack of requested response from the local authority to previous consultations in 2018 and 2022.

The questionnaires were available on the website and in paper form via local retailers from 28 October 2024 to 31 January 2025. Responses were (perhaps unsurprisingly) skewed to an older and majority female demographic.

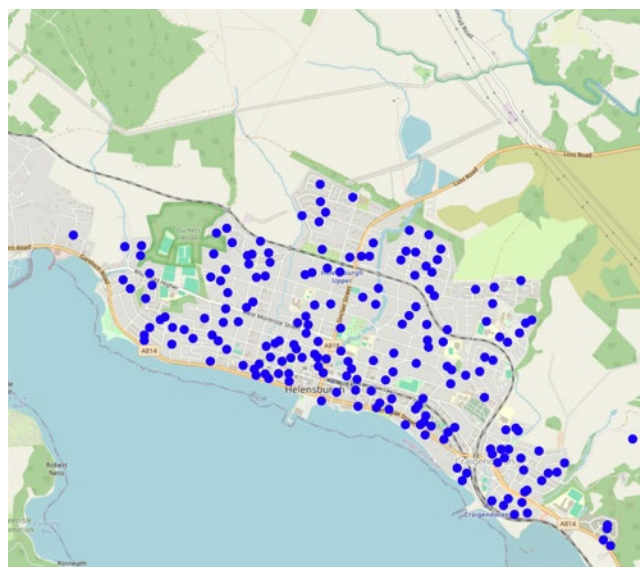
GENDER

Female	58.1%
Male	39.8%
Unspecified	2.1%

AGE GROUP

11-20	0.3%
21-30	4.3%
31-40	10.2%
41-60	40.1%
60+	45.1%

The map confirms that geographic coverage was very well spread right across the town.



Map of Respondent Postcodes

Net Promoter Score

The Net Promoter Score (NPS) is a metric used to measure customer loyalty and satisfaction based on how likely individuals are to recommend a service, product, or organisation to others. It is typically calculated by asking respondents to rate, on a scale from 0 to 10, how likely they are to recommend something to a friend or colleague. Respondents are then categorised as follows: Promoters (score 9-10): Loyal enthusiasts who will keep buying and refer others, fuelling growth; Passives (score 7-8): Satisfied but unenthusiastic customers who are vulnerable to competitive offerings; Detractors (score 0-6): Unhappy customers who can damage your brand through negative word-of-mouth. Calculation: $NPS = \% \text{ Promoters} - \% \text{ Detractors}$

Our questionnaire asked: On a scale of 0-10, how likely are you to recommend Helensburgh as a place to live to friends and family?

NPS Score: 23.2

This score suggests a positive but moderate level of satisfaction among respondents, with more promoters than detractors.

NPS Scores by Age Distribution were:

- 18-30 years old -7.1
- 31-40 years old 29.4
- 41-60 years old 19.2
- 61+ years old 29.7

This shows an expected dissatisfaction among younger people while the 31+ age group reflects the overall rating.

We concluded that our community aged over 30 was telling us that they were satisfied with most of what Helensburgh offers them and that there were plenty of areas requiring enhancement. The under 30's feel that Helensburgh isn't meeting their needs and needs more development to meet these needs.

Methodology

Outcomes from Phase 1 feedback were grouped into six working ‘themes’ as follows.

■ Climate Change Adaptation

Increased rainfall, high winds, and sea level rise threaten storm surges, surface water flooding and wind damage. We need to ensure that our heritage is protected from these threats, and that there are plans to respond.

■ Environment, Green Space & Biodiversity

The town has fine trees, verges, gardens, and green spaces. It is surrounded by woodland, moor, and coastal wetland of great importance for nature. Helensburgh needs to defend and improve these resources.

■ Waterfront, Historic Town & Retail

Our beautiful 19th Century buildings and waterfront are central to the town’s attractiveness and bring visitors to our local independent businesses. Landlords and tenants should be encouraged to maintain their properties and ensure that they are suitable for current and future use.

■ Community Buildings & Services

We need better provision for young people and families. Indoor and outdoor facilities for children and young people, increased nursery provision. Safe places to play and hang out for leisure and study. Public toilets are important for residents and visitors.

■ Accommodation

We support A&B’s plan for affordable homes to address the immediate housing emergency. Helensburgh also needs new ‘downsizing’ accommodation for existing residents wishing to remain in their community. Any new housing should be energy-efficient, suited to the climate, and less car-dependent. Helensburgh also needs more overnight accommodation for visitors to stay over.

■ Getting About

A better-connected town for people not using cars. Wayfinding for residents and visitors, active travel prioritising pedestrians, removing obstacles, cycle routes and improving public transport for the community. Improved car and coach parking to access the town centre, provide for visitors, and connect to public transport.

Each theme was allotted a colour: and individual topic cards relating to these themes raised in the online survey were printed for each theme. These cards were laid out on a large table at all public engagements.

At each of the Phase 2 events a number of HCC/ LPP members were available to assist and explain the LPP process and to listen and record.

- Participants were invited to:
 - Look at the explanation boards and ask questions;
 - Walk round and read the themed cards;
 - Walk round again and place coloured dots against proposals they favoured, (colour changed for each session).
- Participants were also encouraged to write post-it notes or on the table covers with queries or suggestions.
- Blank cards were also provided to create new proposals.
- Later participants to the session could then vote on these new proposals.
- After each session the responses on each card were counted.
- Participant cards were analysed and proposals were either incorporated into existing cards or new cards representing new proposals made – and used at the subsequent sessions.

Phase 2

In-Depth Discussions

Aims

To bring increased detail to the themes developed within the online LPP survey through further in person community engagement.

- To widen the opportunity for engagement.
- To gather an overall community view to enhance and focus the information accumulated.

Objectives

- To provide interim feedback to the community on the emerging themes arising from the online questionnaire.
- To make contact with distinct demographic or interest-related community groups or individuals.
- To give opportunity for further comment and refinement, and a check for any 'missing topics' that may not have been represented by online respondents.
- To gather further feedback and detailed responses through conversations among participants during the sessions.
- To gather an indication of popularity (by dot-sticking) of the emerging topics that had arisen, and to add to them.
- To explore beyond the here and now 'fix and improve' mindset and develop a longer-term vision for the community.

Pop-Ups

Open community sessions organised by other community groups during which we provided a visual presentation explaining the concept of a local Place Plan, its relevance to planning development, and the emerging themes identified from the online questionnaire. Attendees were invited to *dot stick* on a series of opportunity cards relating to the themes and add more issues if they felt the existing set did not display the 'whole picture'.

Pop Up Sessions were undertaken as follows:

- **15 Feb 10.00-13.00** Family Fun Day, Helensburgh Community Hub.
- **17 Feb 2.00-16.00** Well Being Festival, Bridge Hall, Parish Church.

Hybrid Pop-Ups / Drop Ins

Open community sessions organised specifically by LPP group: Pre-advertised through media specific to the venue and audience, and conducted as a Drop In (as above) as follows:

- **7 March 10.00-12.00** Royal Navy Family Hub, Drumfork.
- **22 March 10.00-16.00** Bridge Hall, Parish Church.

Drop-Ins

Pre-advertised open community sessions organised specifically by LPP groups. Visual presentation on what a Local Place Plan was, how it fitted into Planning development, and which emerging themes were upcoming from the online questionnaire. Attendees were invited to *dot stick* on a series of opportunity cards relating to the themes and add more issues if they felt the existing set did not display the 'whole picture'.

Drop-In sessions as follows

- **26 Feb 11.00-15.30** Civic Centre.
- **26 Feb 17.30-20.00** Civic Centre.

Focus Groups

By invitation. Live PowerPoint presentation, directed group discussions on the shared interests of each group, followed by discussion on specific emerging opinions from each topic. Each session concluded with an invitation to *dot stick* on the accumulating series of opportunity cards relating to the themes from all previous sessions and indicate any further issues if they felt the existing set did not display the 'whole picture'.

Focus Group sessions as follows

- **4 March 18.00-20.00** Blue+Green Issues Civic Centre.
- **5 March 18.00-20.00** Business+Retail Civic Centre.
- **11 March 18.00-20.00** 'Gen Z' Civic Centre.
- **12 March 18.00-20.00** Overview Group Civic Centre.



Community Engagement Sessions

Youth Engagement P5-S6

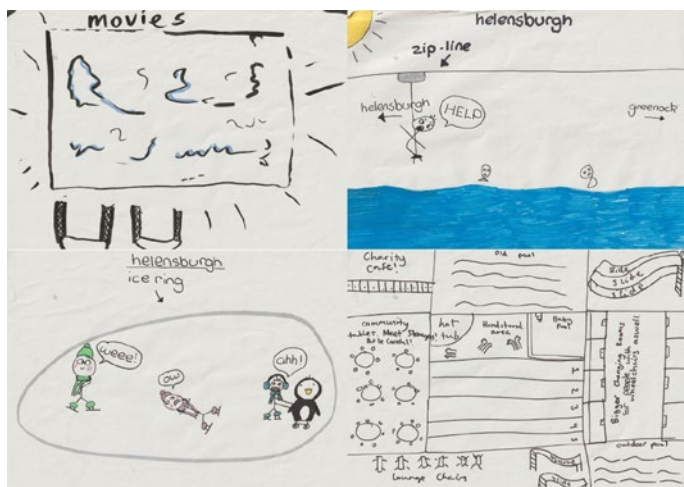
The local MSYP undertook to conduct further research among her peers. Young people were able to select 3 concerns from a list of 11 options, and were also able to provide other concerns in a free response question. These individually gathered useful outcomes are laid out next:

Year Groups Consulted

- ☐ P5-7: 15 (26%).
- ☐ S1-3: 28 (48%).
- ☐ S4-6: 15 (26%).

Cove Park Project Studio – Youth Voice

Images generated from a programme for children in the catchment area of Hermitage Academy with activities focusing on art and activism.



Schools

- ☐ Hermitage Academy: 41 (72%).
- ☐ Lomond School: 15 (26%).
- ☐ Other: 2 (2%).

General, Local Issues: Top 3 priorities

- ☐ Mental health support: 30 (52%).
- ☐ Environment: 29 (50%).
- ☐ Not enough for young people to do: 26 (45%).

Other concerns

- ☐ Littering.
- ☐ Bullying.

What activities would you like for young people?

- ☐ Sports clubs.
- ☐ Youth groups.
- ☐ Youth café.



Helensburgh Strategic Development Framework

Argyll and Bute's Local Development Plan 2 (LDP2), agreed at local and national government level, identifies the Helensburgh area as a growth area given factors such as its proximity to the central belt; and its high quality environment with the adjacent National Park.

Given the potential for an increase in population, the LDP2 includes an action to develop a 20-40 year strategic development framework (SDF) for the area to enable sustainable development.¹⁶⁸

The draft Argyll and Bute Council/Stantec strategic proposals for long-term substantial development to the immediate east and north of Helensburgh were shared with Helensburgh Community Council (but not made public) as the Local Place Plan document was being concluded.

These proposals had therefore not been released publicly by A&BC at the time of the HCC Public Engagement processes for the Local Place Plan and therefore the community has not been able to comment on the proposals as part of the LPP.

These bold strategic proposals would represent a very major development for this community, and one that would impact on how short- and mid-term development can be best managed. Major proposals lie either entirely, or largely, within the Helensburgh Community Council area.

While these outline concepts had not been announced in time to gather community feedback for inclusion in the Local Place Plan, the proposals clearly overlap with the priorities in the LPP and therefore demand some initial comment in this document.

Comments

- **As evidenced by the LPP engagement, the community prioritises climate mitigation measures and infrastructure update with preventative spend before extensive planning growth that does not safeguard the existing bounds of Helensburgh.**
- Proposed developments lie within Helensburgh's **Green Belt**. The LPP contains contemporary evidence of how much the community in Helensburgh values this setting, its contribution to feeling of place, health and well-being, and wishes to find means to enhance its setting. **Of particular relevance is that the natural environment delivers solutions to climate change**, such as ameliorating surface flooding.
- At this stage, these proposals appear bold, far-reaching and radical. We should like to understand their impetus, phasing, and the propelling strategy for our community's development. The LPP engagement showed little/no community feedback advocating such extensive housing development for Helensburgh (Note *Argyll and Bute Outcomes Improvement Plan 2024-2034*): Although Housing is a priority for Argyll as a whole, this aim was displaced by Climate Change Mitigation as a priority in Helensburgh.
- **The LPP group's findings were that throughout the town utilities and infrastructure are already either ageing or inadequate for the current population.** Any proposals must show provision for increased demand on infrastructure such as transport, utilities, fire, health and educational provision, on-site retail and social support structures.

Further general comments for consideration

- We note the proximity of proposed 'village' development sites tracking the bays and foreshores between Craigendoran and Ardmore Point, with some area being shared with Cardross Community Council responsibilities. These areas have triple status as internationally important wetland with RAMSAR, SPA and SSSI designations. Please note the value of riparian strips designated in LDP2 as LNCS bridging the hinterland to the sea not only as important habitat corridors and but also the value of mature tree cover close to the town in terms of temperature and surface water management and as places for quiet and recreation.
- **We bring attention particularly to the A&B four stage Coastal Change Adaptation Plan**, currently at stage 1 (gathering current evidence). This clearly shows that much of the proposed areas in low land along the Clyde shore is at high risk from sea level rise and subject to both pluvial and storm/ tidal surge flooding at present.

The full Statement of how each Proposal is aligned with specific aspects of each Policy, and Proposed Amendments to LDP2, is provided in Appendix H.

The full Statement of how each Proposal is aligned with specific aspects of each Policy, and Proposed Amendments to LDP2, is provided in Appendix H.

		NPF4 1	NPF4 3	NPF4 4	NPF4 6	NPF4 7	NPF4 8	NPF4 9	NPF4 13	NPF4 14	NPF4 15	NPF4 16	NPF4 18	NPF4 20	NPF4 21	NPF4 22	NPF4 23	NPF4 25	NPF4 27	NPF4 28	NPF4 30	LDP2 02	LDP2 04	LDP2 05	LDP2 06	LDP2 08	LDP2 09	LDP2 10	LDP2 12	LDP2 16	LDP2 23	LDP2 25	LDP2 26	LDP2 32	LDP2 34	LDP2 42	LDP2 45	LDP2 49	LDP2 55	LDP2 61	LDP2 67	LDP2 73	
CLIMATE 1	Effects of Wind & Rain																																										
CLIMATE 2	Effects of Flooding																																										
ENVIRO. 3	Green Belt																																										
ENVIRO. 4	Biodiversity																																										
ENVIRO. 5	Nature Network																																										
ENVIRO. 6	Growing Spaces																																										
TOWN 7	Pierhead Site																																										
TOWN 8	Pier																																										
TOWN 9	Town Centre																																										
TOWN 10	Historic Streetscape																																										
COMMUNITY 11	Tower Arts Centre																																										
COMMUNITY 12	Multi-Use Facilities																																										
COMMUNITY 13	Youth Centre																																										
COMMUNITY 14	Skatepark on Pierhead																																										
COMMUNITY 15	Outdoor Sports & Play																																										
COMMUNITY 16	Hermitage Primary Annex																																										
COMMUNITY 17	Pump Track Kirkmichael																																										
ACCOMM. 18	Affordable Housing																																										
ACCOMM. 19	Sustainable Development																																										
ACCOMM. 20	Visitor Accommodation																																										
GETTING AB. 21	Roads & Safety																																										
GETTING AB. 22	Parking & Public Transport																																										
GETTING AB. 23	Active Travel Routes																																										
GETTING AB. 24	Accessibility																																										

Statutory Consultation and Community Support

Responses from Statutory Consultees

The Draft LPP was circulated to the required groups and people as per the Validation Checklist. Responses received from this part of the process are provided as Supplemental Material.

No comments were received from local Councillors. Of the adjoining local Community Councils, Rhu & Shandon Community Council provided a strong statement of support.

Public Consultation

A period of public consultation took place to ascertain the level and nature of community support for the LPP.

Over a period of 28 days, the Draft LPP was made available alongside a survey asking the community to express their support, or objections, for the 24 Proposals, and giving the opportunity for further feedback.

Responses could be made through an online form hosted at the Vision For Helensburgh website, and in addition, printed copies of the Draft LPP were made available with hard copy response forms at 6 locations:

- Helensburgh Community Hub
- Helensburgh Library
- Helensburgh & Lomond Civic Centre
- Helensburgh Parish Church
- Destination Helensburgh
- Grey Matters.

HCC were invited to speak to Grey Matters about the Draft LPP with a question and answer session, and they also hosted a stand at Helensburgh Market in the Square to further engage with the public and canvas opinion. Verbal feedback from these events indicated a high level of support for the Plan.

124 people completed the formal response survey. 83% of respondents were residents of the town, with a higher proportion of female respondents, and the majority of respondents were over the age of 40.

The table on page 99 summarises the responses from the survey to each Proposal.

Overall, **93% of responses supported the 24 Proposals** (Strong Support 50%, Support 43%).

This indicates a clear endorsement of the LPP Proposals by the community.

Many of the additional comments received were more applicable to Community Action Planning rather than Place Planning, and these will be considered separately by HCC.

Whilst the comments were generally supportive, a strong theme was concern as to how the Proposals in the Plan would be delivered to maintain and improve the town, especially given the current financial situation.

There was also concern as to how much consideration would be given by stakeholders to the community's priorities as expressed in the Helensburgh LPP in future planning strategy and decisions.

		STRONGLY SUPPORT	SUPPORT	OBJECT	STRONGLY OBJECT
CLIMATE PROPOSAL 1	Protect infrastructure and buildings from the effects of heavy rain and strong winds due to Climate Change.	61%	38%	1%	0%
CLIMATE PROPOSAL 2	Protect infrastructure, buildings and water quality from the effects of flooding due to Climate Change.	57%	42%	1%	0%
ENVIRONMENT PROPOSAL 3	Manage density of development and protect Green Belt including Empress Fields.	53%	38%	9%	0%
ENVIRONMENT PROPOSAL 4	Preserve and improve the biodiversity of Helensburgh's Green and Blue Spaces.	52%	45%	3%	0%
ENVIRONMENT PROPOSAL 5	Protect Helensburgh's Nature Corridors as the heart of a wider Local Nature Network.	51%	43%	5%	1%
ENVIRONMENT PROPOSAL 6	Identify and acquire sites for Growing Spaces.	34%	57%	9%	0%
TOWN PROPOSAL 7	Develop Helensburgh Pierhead Site as a Community and Leisure Space.	75%	19%	5%	1%
TOWN PROPOSAL 8	Regenerate Helensburgh Pier.	84%	15%	1%	0%
TOWN PROPOSAL 9	Develop policies to support independent retail and businesses in Helensburgh to maintain and enhance the vitality and viability of Helensburgh Town Centre.	65%	34%	0%	1%
TOWN PROPOSAL 10	Restore and protect the historic streetscape of Helensburgh.	53%	43%	4%	0%
COMMUNITY PROPOSAL 11	Save The Tower Arts Centre.	56%	39%	5%	0%
COMMUNITY PROPOSAL 12	Develop Indoor Multi-Use Facilities.	48%	47%	4%	1%
COMMUNITY PROPOSAL 13	Establish a Youth Centre for recreation, wrap-around care, health and wellbeing.	47%	45%	8%	0%
COMMUNITY PROPOSAL 14	Build a permanent Skatepark on the Pierhead Site.	41%	40%	12%	7%
COMMUNITY PROPOSAL 15	Improve and maintain Outdoor Sports and Play Areas.	56%	40%	4%	0%
COMMUNITY PROPOSAL 16	Establish a Community Sports Centre and Educational Outdoor Learning Base at the old Hermitage Primary Annex.	45%	46%	7%	2%
COMMUNITY PROPOSAL 17	Develop a Pump Track and Active Play Area at Kirkmichael, with Community Space.	31%	61%	7%	1%
ACCOMMODATION PROPOSAL 18	Prioritise affordable housing and smaller housing units.	38%	51%	9%	2%
ACCOMMODATION PROPOSAL 19	Developments should be sustainable and carbon neutral.	36%	57%	4%	3%
ACCOMMODATION PROPOSAL 20	Increase provision of Visitor Accommodation.	24%	52%	22%	2%
GETTING ABOUT PROPOSAL 21	Maintain roads and consider additional measures to ensure safety of all users.	53%	45%	2%	0%
GETTING ABOUT PROPOSAL 22	Car, Campervan and Coach Parking, EV Charging and Public Transport facilities to be improved.	38%	51%	10%	1%
GETTING ABOUT PROPOSAL 23	Develop a network of Active Travel Routes across the town and improve signage.	46%	47%	7%	0%
GETTING ABOUT PROPOSAL 24	Improve accessibility through upgrading and repair of pavements and dropped kerbs.	53%	45%	2%	0%

Statement of Regard for other Statutory Plans, Including Proposed Amendments to LDP2

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Climate Proposal 1 Protect infrastructure and buildings from the effects of heavy rain and strong winds due to Climate Change	1 “LDPs should support adaptation to the current and future impacts of climate change by taking into account climate risks.” 7 “The historic environment is valued, protected, and enhanced, supporting the transition to net zero and ensuring assets are resilient to current and future impacts of climate change.” 13 “Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported. This includes proposals that build in resilience to the effects of climate change.” 20 “Blue and green infrastructure are an integral part of early design and development processes; are designed to deliver multiple functions including climate mitigation, nature restoration, biodiversity enhancement, flood prevention and water management.” 22 “Flood risk and water management - Resilience should also be supported by managing the need to bring previously used sites in built up areas into positive use.”	05 “The design should be sustainable in terms of materials and construction and should consider future adaptability, and climate change mitigation measures.” 08 “Sustainable Siting The development should be positioned within the landscape to make the best use of solar gain, natural ventilation and shelter from the elements and minimise adverse environmental effects – this need must be balanced with the restrictions and opportunities the topography places on the siting.” 55 “Development on the functional flood plain (land with greater than 0.5% (1 in 200) probability of flooding in any year) will be considered contrary to the objectives of this plan, except in the limited circumstances set out in part c) of this policy. Development elsewhere will be subject to assessment as set out in parts a) and b) of this policy, as relevant. Where redevelopment of existing sites within built up areas at risk from flooding is proposed, the planning authority will take into account the impact on flood risk elsewhere and the resilience and adaptation measures proposed.”	

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Climate Proposal 2 Protect infrastructure, buildings and water quality from the effects of flooding due to Climate Change	20 “Blue and green infrastructure are an integral part of early design and development processes; are designed to deliver multiple functions including climate mitigation, nature restoration, biodiversity enhancement, flood prevention and water management.” 22 “Plans should take into account the probability of flooding from all sources and make use of relevant flood risk and river basin management plans for the area. A precautionary approach should be taken, regarding the calculated probability of flooding as a best estimate, not a precise forecast. For areas where climate change is likely to result in increased flood exposure that becomes unmanageable, consideration should be given to alternative sustainable land use.”	04 “Sustainable Development j) Avoid places with significant risk of flooding, tidal inundation, coastal erosion or ground instability; and k) Avoid having significant adverse impacts on land, air and water environment.” 05 “The design should be sustainable in terms of materials and construction and should consider future adaptability, and climate change mitigation measures.” 08 “Sustainable Siting. The development should be positioned within the landscape to make the best use of solar gain, natural ventilation and shelter from the elements and minimise adverse environmental effects – this need must be balanced with the restrictions and opportunities the topography places on the siting 10 Incorporate the use of flood resistant and resilient materials and construction methods.” 55 “Development on the functional flood plain (land with greater than 0.5% (1 in 200) probability of flooding in any year) will be considered contrary to the objectives of this plan, except in the limited circumstances set out in part c) of this policy. Development elsewhere will be subject to assessment as set out in parts a) and b) of this policy, as relevant. Where redevelopment of existing sites within built up areas at risk from flooding is proposed, the planning authority will take into account the impact on flood risk elsewhere and the resilience and adaptation measures proposed.” 61 “Where appropriate developers should incorporate existing ponds, watercourses or wetlands as positive environmental features in development schemes. The Council will also require that canalisation or culverting, which can increase the risk of flooding and also greatly reduce the ecological and amenity value of watercourses are avoided wherever practicable and designed sensitively where unavoidable.”	A2005 Helensburgh Reservoirs Local; consideration of access, leisure/recreation use, redevelopment of redundant reservoirs and environmental enhancement opportunities. The Community is keen that this remains as a green and blue space to be enjoyed as a community recreation area. No housing or building should be considered in this designated greenbelt area. B2001 Helensburgh - Craigendoran Business (Use Class 4), Hotel (Use Class 7) and ancillary employment related. Area unsuitable for further building due to flood risk and proximity to RAMSAR protected area. Proposal 6 Growing spaces would be a more suitable use.

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Environment Proposal 3 Manage density of development and protect Green Belt including Empress Field	8 “LDPs should consider using green belts, to support their spatial strategy as a settlement management tool to restrict development around towns and cities.” 15 “To encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.” 20 “LDPs should be informed by relevant, up-to-date audits and/or strategies, covering the multiple functions and benefits of blue and green infrastructure. The spatial strategy should identify and protect blue and green infrastructure assets and networks; enhance and expand existing provision including new blue and/or green infrastructure.”	02 “Helensburgh and Lomond Green Belt Within the Helensburgh and Lomond Green Belt development will only be supported where this is appropriately designed, located and landscaped and comprises: Agriculture related development. Farm diversification proposals where these relate to small scale tourism and rural business-related development (excluding dwelling houses). Development directly supporting the provision of essential infrastructure with a demonstrable need to be located within the Green Belt. Outdoor sport and outdoor recreational development which requires a countryside location. Development required to manage and sustain the natural heritage or access resources of the Green Belt. Demolition and replacement of buildings and alterations or extensions of such buildings, including dwelling houses subject to no change of use occurring, and gross internal area not exceeding 1.5 times that of the original building. Extensions and outbuildings within the curtilage of existing buildings which are proportionate and appropriately designed in relation to the existing building. Change of use of buildings to residential institutional use.” 06 “That the proposal would not have a negative impact upon existing green and blue infrastructure or would result in the fragmentation or loss of integrity of existing green networks.”	

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Environment Proposal 4 Preserve and improve the biodiversity of Helensburgh's Green and Blue Spaces	3 "Biodiversity - LDPs should protect, conserve, restore and enhance biodiversity in line with the mitigation hierarchy. They should also promote nature recovery and nature restoration across the development plan area, including by: facilitating the creation of nature networks and strengthening connections between them to support improved ecological connectivity; restoring degraded habitats or creating new habitats; and incorporating measures to increase biodiversity, including populations of priority species." 15 "New and existing communities are planned together with homes and the key local infrastructure including schools, community centres, local shops, greenspaces, health and social care, digital and sustainable transport links." 20 "LDPs should be informed by relevant, up-to-date audits and/or strategies, covering the multiple functions and benefits of blue and green infrastructure. The spatial strategy should identify and protect blue and green infrastructure assets and networks; enhance and expand existing provision including new blue and/or green infrastructure."	04 "Sustainable Development h) Conserve and enhance the natural and built environment and avoid significant adverse impacts on biodiversity, natural and heritage assets." 06 "That the proposal would not have a negative impact upon existing green and blue infrastructure or would result in the fragmentation or loss of integrity of existing green networks."	A2005 Helensburgh Reservoirs Local; consideration of access, leisure/recreation use, redevelopment of redundant reservoirs and environmental enhancement opportunities. The Community is keen that this remains as a green and blue space to be enjoyed as a community recreation area. No housing or building should be considered in this designated greenbelt area.

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Environment Proposal 5 Protect Helensburgh's Nature Corridors as the heart of a wider Local Nature Network	1 "LDPs must address the global climate emergency and nature crisis by ensuring the spatial strategy will reduce emissions and adapt to current and future risks of climate change by promoting nature recovery and restoration in the area." 3 "Biodiversity - LDPs should protect, conserve, restore and enhance biodiversity in line with the mitigation hierarchy. They should also promote nature recovery and nature restoration across the development plan area, including by: facilitating the creation of nature networks and strengthening connections between them to support improved ecological connectivity; restoring degraded habitats or creating new habitats; and incorporating measures to increase biodiversity, including populations of priority species." 4 "Natural Places - Development proposals that will affect a European Protected Site will only be supported where any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance." 6 "LDPs should identify and protect existing woodland and the potential for its enhancement or expansion to avoid habitat fragmentation and improve ecological connectivity, helping to support and expand nature networks. The spatial strategy should identify and set out proposals for forestry, woodlands and trees in the area, including their development, protection and enhancement, resilience to climate change, and the expansion of a range of types to provide multiple benefits. This will be supported and informed by an up to date Forestry and Woodland Strategy." 8 "Nature networks are supported and land is managed to help tackle climate change." 20 "Development proposals that result in fragmentation or net loss of existing blue and green infrastructure will only be supported where it can be demonstrated that the proposal would not result in or exacerbate a deficit in blue or green infrastructure provision, and the overall integrity of the network will be maintained."	04 "Sustainable Development j) Avoid places with significant risk of flooding, tidal inundation, coastal erosion or ground instability; and k) Avoid having significant adverse impacts on land, air and water environment." 06 "That the proposal would not have a negative impact upon existing green and blue infrastructure or would result in the fragmentation or loss of integrity of existing green networks." 73 "b) When considering development proposals the Council will also seek to contribute to the delivery of the objectives and targets set by the Local Biodiversity Action Plan (LBAP) and the Scottish Biodiversity Strategy. Development proposals will be encouraged to incorporate, safeguard and enhance existing site biodiversity wherever possible. Applications for new developments may be required to complete a biodiversity checklist related to the scale, nature and location of the development (see LDP2 TN04 Technical Note: Biodiversity Checklist)."	A2005 Helensburgh Reservoirs Local; consideration of access, leisure/recreation use, redevelopment of redundant reservoirs and environmental enhancement opportunities. The Community is keen that this remains as a green and blue space to be enjoyed as a community recreation area. No housing or building should be considered in this designated greenbelt area.

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Environment Proposal 6 Identify and acquire sites for Growing Spaces	1 “LDPs must address the global climate emergency and nature crisis by ensuring the spatial strategy will reduce emissions and adapt to current and future risks of climate change by promoting nature recovery and restoration in the area.” 3 “Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them.” 15 “Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development with the surrounding area, including local access to: opportunities for food growth and allotments.” 23 “Health and safety - LDPs should create healthier places for example through opportunities for exercise, healthier lifestyles, land for community food growing and allotments.”	08 “All new residential developments are required to consider provision for Growing Spaces.”	B2001 Helensburgh - Craigendoran Business (Use Class 4), Hotel (Use Class 7) and ancillary employment related Area unsuitable for further building due to flood risk and proximity to RAMSAR protected area. Growing spaces would be a more suitable use.

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Town Proposal 7 Develop Helensburgh Pierhead Site as a Community and Leisure Space	9 “LDPs should set out opportunities for the sustainable reuse of brownfield land including vacant and derelict land and empty buildings.” 14 “LDPs should be place-based and created in line with the Place Principle. The spatial strategy should be underpinned by the six qualities of successful places. LDPs should provide clear expectations for design, quality and place taking account of the local context, characteristics and connectivity of the area. They should also identify where more detailed design guidance is expected, for example, by way of design frameworks, briefs, masterplans and design codes.” 15 “Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development with the surrounding area, including local access to: sport and recreation facilities.” 20 “The spatial strategy should identify and protect blue and green infrastructure assets and networks; enhance and expand existing provision including new blue and/or green infrastructure.” 21 “Play, recreation and sport - seeks to encourage, promote and facilitate spaces and opportunities for play, recreation and sport. Criterion d) of this policy states that: development proposals likely to be occupied or used by children and young people will be supported where they incorporate well-designed, good quality provision for play, recreation, and relaxation that is proportionate to the scale and nature of the development and existing provision in the area.” 25 “LDPs should be aligned with any strategy for community wealth building for the area. Spatial strategies should address community wealth building priorities; identify community assets; set out opportunities to tackle economic disadvantage and inequality; and seek to provide benefits for local communities.” 27 “Proposals for uses which will generate significant footfall, including commercial, leisure, offices, community, sport and cultural facilities, public buildings such as libraries, education and healthcare facilities, and public spaces: i. will be supported in existing city, town and local centres.” 30 “Tourism - LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment.”	23 “There is a presumption in favour of new or improved tourist facilities and accommodation where: The development is in a form scale and location which is consistent with its surroundings; and The proposals respect and integrate well with the landscape/ townscape character and amenity of the surrounding area; and they are located in accessible locations, taking into account the scale and nature of the proposed development, and include proposals to widen the options for sustainable travel to access them (including public transport, cycling or on foot).” 26 “Development which provides for enhanced informal public outdoor recreation and leisure facilities and attractions or provides improved opportunities for outdoor access will be supported where: It addresses an identifiable shortfall or makes a positive contribution to the tourism network and visitor experience.”	C2001 Helensburgh Pierhead Swimming pool, community leisure facility, open space, town centre parking with up to 2700m² retail use In addition the community wishes to build a permanent skatepark and other recreational and community spaces. To reallocate enough parking to provide spaces for four coaches.

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Town Proposal 8 Regenerate Helensburgh Pier	7 “LDPs, including through their spatial strategies, should support the sustainable management of the historic environment. They should identify, protect and enhance valued historic assets and places.” 13 “LDPs should prioritise locations for future development that can be accessed by sustainable modes. The spatial strategy should reflect the sustainable travel hierarchy and sustainable investment hierarchy by making best use of existing infrastructure and services.” 14 “LDPs should be place-based and created in line with the Place Principle. The spatial strategy should be underpinned by the six qualities of successful places. LDPs should provide clear expectations for design, quality and place taking account of the local context, characteristics and connectivity of the area. They should also identify where more detailed design guidance is expected, for example, by way of design frameworks, briefs, masterplans and design codes.” 15 “Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development with the surrounding area, including local access to: sustainable modes of transport...sport and recreation facilities.” 20 “LDPs should be informed by relevant, up-to-date audits and/or strategies, covering the multiple functions and benefits of blue and green infrastructure. The spatial strategy should identify and protect blue and green infrastructure assets and networks; enhance and expand existing provision including new blue and/or green infrastructure. This may include retrofitting. Priorities for connectivity to other blue and/or green infrastructure assets, including to address cross-boundary needs and opportunities, should also be identified.” 21 “Play, recreation and sport - seeks to encourage, promote and facilitate spaces and opportunities for play, recreation and sport.” 25 “LDPs should be aligned with any strategy for community wealth building for the area. Spatial strategies should address community wealth building priorities; identify community assets; set out opportunities to tackle economic disadvantage and inequality; and seek to provide benefits for local communities.” 30 “Tourism - LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment.”	16 “A development proposal which affects a Listed Building, its curtilage or its wider setting will only be supported when it meets the following criteria: It respects the original structure in terms of setting, scale, design, materials and proposed use, or The proposal is essential to securing an appropriate use of the Listed Building without undermining its architectural or historic character, or its setting.” 23 “There is a presumption in favour of new or improved tourist facilities and accommodation where: The development is in a form scale and location which is consistent with its surroundings; and The proposals respect and integrate well with the landscape/townscape character and amenity of the surrounding area; and they are located in accessible locations, taking into account the scale and nature of the proposed development, and include proposals to widen the options for sustainable travel to access them (including public transport, cycling or on foot).” 26 “Development which provides for enhanced informal public outdoor recreation and leisure facilities and attractions or provides improved opportunities for outdoor access will be supported where: It addresses an identifiable shortfall or makes a positive contribution to the tourism network and visitor experience.” 42 “Development within established commercial harbour, port and pier areas will be supported where: It has been clearly demonstrated that the proposal requires a pier, port or harbourside location or is ancillary to activities taking place within that particular facility. And it has been clearly demonstrated that the proposal would not adversely affect the commercial viability or efficient operation of the facility for marine related uses.”	A2006 Helensburgh Town Centre and Waterfront Strategic; regeneration enhancement opportunities To support the role of Helensburgh pier and waterfront to provide destination and embarkation facilities for scheduled, pleasure and excursion vessels operating or visiting the Clyde.

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Town Proposal 9 Develop policies to support independent retail and businesses in Helensburgh to maintain and enhance the vitality and viability of Helensburgh Town Centre	7 “LDPs, including through their spatial strategies, should support the sustainable management of the historic environment. They should identify, protect and enhance valued historic assets and places.” 9 “LDPs should set out opportunities for the sustainable reuse of brownfield land including vacant and derelict land and empty buildings.” 14 “LDPs should be place-based and created in line with the Place Principle. The spatial strategy should be underpinned by the six qualities of successful places. LDPs should provide clear expectations for design, quality and place taking account of the local context, characteristics and connectivity of the area. They should also identify where more detailed design guidance is expected, for example, by way of design frameworks, briefs, masterplans and design codes.” 15 “Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development with the surrounding area, including local access to: employment; shopping, publicly accessible toilets.” 25 “LDPs should be aligned with any strategy for community wealth building for the area. Spatial strategies should address community wealth building priorities; identify community assets; set out opportunities to tackle economic disadvantage and inequality; and seek to provide benefits for local communities.” 27 “LDPs should support sustainable futures for city, town and local centres, in particular opportunities to enhance city and town centres.” 28 “Development proposals for retail (including expansions and changes of use) will be consistent with the town centre first principle. This means that new retail proposals: i. will be supported in existing city, town and local centres.” 30 “Tourism - LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment.”	05 “The design should develop the area’s sense of identity by understanding and embracing the existing distinctive characteristics, with the design respecting and complementing its surroundings in terms of density, appearance, height, scale, massing, materials and finishes”. 12 “Shopfront Design Within Conservation Areas and of Listed Buildings: There is a presumption against the removal or alteration of elements that form part of a historic shopfront and which contribute to the architectural quality or historic interest of a town centre. Proposals for new shopfronts or alterations to existing shopfronts will only be approved when both the criteria in part (A) above and the following criteria are met: Fascias and signage: Fascias must not be excessively deep nor obscure significant features of the historic building; and Shopfronts which straddle two separate buildings must acknowledge the architectural and structural divisions - two relating fascias should be installed, designed to suit each façade.” 16 “A development proposal which affects a Listed Building, its curtilage or its wider setting will only be supported when it meets the following criteria: It respects the original structure in terms of setting, scale, design, materials and proposed use, or The proposal is essential to securing an appropriate use of the Listed Building without undermining its architectural or historic character, or its setting.” 23 “There is a presumption in favour of new or improved tourist facilities and accommodation where: The development is in a form scale and location which is consistent with its surroundings; and The proposals respect and integrate well with the landscape/townscape character and amenity of the surrounding area; and they are located in accessible locations, taking into account the scale and nature of the proposed development, and include proposals to widen the options for sustainable travel to access them (including public transport, cycling or on foot).” 45 “The Council will support development proposals that seek to maintain and enhance the vitality and viability of our established town centres in Argyll and Bute. This support includes retail, commercial, and other developments where the scale is appropriate to the size and function of the settlement.”	

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Town Proposal 10 Restore and protect the historic streetscape of Helensburgh	7 “LDPs, including through their spatial strategies, should support the sustainable management of the historic environment. They should identify, protect and enhance valued historic assets and places.” 9 “LDPs should set out opportunities for the sustainable reuse of brownfield land including vacant and derelict land and empty buildings.” 14 “LDPs should be place-based and created in line with the Place Principle. The spatial strategy should be underpinned by the six qualities of successful places. LDPs should provide clear expectations for design, quality and place taking account of the local context, characteristics and connectivity of the area. They should also identify where more detailed design guidance is expected, for example, by way of design frameworks, briefs, masterplans and design codes.” 15 “Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development with the surrounding area, including local access to: 27 “LDPs should support sustainable futures for city, town and local centres, in particular opportunities to enhance city and town centres.” 28 “Development proposals for retail (including expansions and changes of use) will be consistent with the town centre first principle. This means that new retail proposals: i. will be supported in existing city, town and local centres.” 30 “Tourism - LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment.”	05 “The design should develop the area’s sense of identity by understanding and embracing the existing distinctive characteristics, with the design respecting and complementing its surroundings in terms of density, appearance, height, scale, massing, materials and finishes.” 10 “The design of any development must: Demonstrate an understanding of and appropriate response to the proposed development site and wider context including consideration of character and, where applicable, urban grain; and acknowledge the scale, mass and spirit of nearby buildings.” 12 “Shopfront Design Within Conservation Areas and of Listed Buildings: There is a presumption against the removal or alteration of elements that form part of a historic shopfront and which contribute to the architectural quality or historic interest of a town centre. Proposals for new shopfronts or alterations to existing shopfronts will only be approved when both the criteria in part (A) above and the following criteria are met: Fascias and signage: Fascias must not be excessively deep nor obscure significant features of the historic building; and Shopfronts which straddle two separate buildings must acknowledge the architectural and structural divisions - two relating fascias should be installed, designed to suit each façade.” 16 “A development proposal which affects a Listed Building, its curtilage or its wider setting will only be supported when it meets the following criteria: It respects the original structure in terms of setting, scale, design, materials and proposed use, or The proposal is essential to securing an appropriate use of the Listed Building without undermining its architectural or historic character, or its setting.” 45 “The Council will support development proposals that seek to maintain and enhance the vitality and viability of our established town centres in Argyll and Bute. This support includes retail, commercial, and other developments where the scale is appropriate to the size and function of the settlement.”	

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Community Proposal 11 Save The Tower Arts Centre	7 “LDPs, including through their spatial strategies, should support the sustainable management of the historic environment. They should identify, protect and enhance valued historic assets and places.” 14 “LDPs should be place-based and created in line with the Place Principle. The spatial strategy should be underpinned by the six qualities of successful places. LDPs should provide clear expectations for design, quality and place taking account of the local context, characteristics and connectivity of the area. They should also identify where more detailed design guidance is expected, for example, by way of design frameworks, briefs, masterplans and design codes.” 15 “Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development with the surrounding area, including local access to: playgrounds and informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport and recreation facilities.” 21 “Play, recreation and sport - seeks to encourage, promote and facilitate spaces and opportunities for play, recreation and sport.” 25 “LDPs should be aligned with any strategy for community wealth building for the area. Spatial strategies should address community wealth building priorities; identify community assets; set out opportunities to tackle economic disadvantage and inequality; and seek to provide benefits for local communities.” 30 “Tourism - LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment.”	16 “A development proposal which affects a Listed Building, its curtilage or its wider setting will only be supported when it meets the following criteria: It respects the original structure in terms of setting, scale, design, materials and proposed use, or The proposal is essential to securing an appropriate use of the Listed Building without undermining its architectural or historic character, or its setting.” 23 “There is a presumption in favour of new or improved tourist facilities and accommodation where: The development is in a form scale and location which is consistent with its surroundings; and The proposals respect and integrate well with the landscape/townscape character and amenity of the surrounding area; and they are located in accessible locations, taking into account the scale and nature of the proposed development, and include proposals to widen the options for sustainable travel to access them (including public transport, cycling or on foot).” 49 “Proposals for new or substantially enlarged sport, recreation or community facilities within Settlement areas will be supported where: The development is of a form and scale of commensurate with the nature of the facility proposed, the settlement where it is located and the community that it serves; and the development is readily accessible to the community it will serve by public transport (where it serves that locality), cycling and on foot.”	

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Community Proposal 12 Develop Indoor Multi-Use Facilities	15 “Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development with the surrounding area, including local access to: playgrounds and informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport and recreation facilities.” 23 “LDPs should create healthier places for example through opportunities for exercise, healthier lifestyles.” 25 “LDPs should be aligned with any strategy for community wealth building for the area. Spatial strategies should address community wealth building priorities; identify community assets; set out opportunities to tackle economic disadvantage and inequality; and seek to provide benefits for local communities.” 30 “Tourism - LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment.”	23 “There is a presumption in favour of new or improved tourist facilities and accommodation where: The development is in a form scale and location which is consistent with its surroundings; and The proposals respect and integrate well with the landscape/townscape character and amenity of the surrounding area; and they are located in accessible locations, taking into account the scale and nature of the proposed development, and include proposals to widen the options for sustainable travel to access them (including public transport, cycling or on foot).” 49 “Proposals for new or substantially enlarged sport, recreation or community facilities within Settlement areas will be supported where: The development is of a form and scale of commensurate with the nature of the facility proposed, the settlement where it is located and the community that it serves; and the development is readily accessible to the community it will serve by public transport (where it serves that locality), cycling and on foot.”	

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Community Proposal 13 Establish a Youth Centre for recreation, wrap-around care, health and wellbeing	9 “Brownfield, vacant and derelict land and empty buildings - To encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to help reduce the need for greenfield development, LDPs should set out opportunities for the sustainable reuse of brownfield land including vacant and derelict land and empty buildings. Development proposals for the reuse of existing buildings will be supported. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.” 15 “Local Living - Development proposals will contribute to local living, including local access to: community gardens, opportunities for food growth and allotments, sport and recreation facilities.” 18 “Infrastructure First – LDPs should set out the infrastructure requirements to deliver the spatial strategy, informed by the evidence base, identifying the infrastructure priorities, and where, how, when and by whom they will be delivered.” 25 “Community wealth building - LDPs should be aligned with any strategy for community wealth building for the area. Spatial strategies should address community wealth building priorities; identify community assets; set out opportunities to tackle economic disadvantage and inequality; and seek to provide benefits for local communities. Development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported. This could include for example improving community resilience and reducing inequalities; increasing spending within communities; ensuring the use of local supply chains and services; local job creation; supporting community led proposals, including creation of new local firms and enabling community led ownership of buildings and assets. Development proposals linked to community ownership and management of land will be supported.” 30 “Tourism - LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment.”	49 “Proposals for new or substantially enlarged sport, recreation or community facilities within Settlement areas will be supported where: The development is of a form and scale of commensurate with the nature of the facility proposed, the settlement where it is located and the community that it serves; and the development is readily accessible to the community it will serve by public transport (where it serves that locality), cycling and on foot.”	

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Community Proposal 14 Build a permanent Skatepark on the Pierhead Site	15 “Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development with the surrounding area, including local access to: sport and recreation facilities.” 21 “Play, recreation and sport - seeks to encourage, promote and facilitate spaces and opportunities for play, recreation and sport. Criterion d) of this policy states that: development proposals likely to be occupied or used by children and young people will be supported where they incorporate well-designed, good quality provision for play, recreation, and relaxation that is proportionate to the scale and nature of the development and existing provision in the area.” 23 “LDPs should create healthier places for example through opportunities for exercise, healthier lifestyles.” 27 “Proposals for uses which will generate significant footfall, including commercial, leisure, offices, community, sport and cultural facilities, public buildings such as libraries, education and healthcare facilities, and public spaces: i. will be supported in existing city, town and local centres.” 30 “Tourism - LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment.”	23 “There is a presumption in favour of new or improved tourist facilities and accommodation where: The development is in a form scale and location which is consistent with its surroundings; and The proposals respect and integrate well with the landscape/townscape character and amenity of the surrounding area; and they are located in accessible locations, taking into account the scale and nature of the proposed development, and include proposals to widen the options for sustainable travel to access them (including public transport, cycling or on foot).” 26 “Development which provides for enhanced informal public outdoor recreation and leisure facilities and attractions or provides improved opportunities for outdoor access will be supported where: It addresses an identifiable shortfall or makes a positive contribution to the tourism network and visitor experience.” 49 “Proposals for new or substantially enlarged sport, recreation or community facilities within Settlement areas will be supported where: The development is of a form and scale of commensurate with the nature of the facility proposed, the settlement where it is located and the community that it serves; and the development is readily accessible to the community it will serve by public transport (where it serves that locality), cycling and on foot.”	C2001 Helensburgh Pierhead Swimming pool, community leisure facility, open space, town centre parking with up to 2700m² retail use In addition the community wishes to build a permanent skatepark.

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Community Proposal 15 Improve and maintain Outdoor Sports and Play Areas	15 “Local Living - Development proposals will contribute to local living, including local access to: community gardens, opportunities for food growth and allotments, sport and recreation facilities.” 21 “Play, recreation and sport - seeks to encourage, promote and facilitate spaces and opportunities for play, recreation and sport. Criterion d) of this policy states that: development proposals likely to be occupied or used by children and young people will be supported where they incorporate well-designed, good quality provision for play, recreation, and relaxation that is proportionate to the scale and nature of the development and existing provision in the area.” 23 “LDPs should create healthier places for example through opportunities for exercise, healthier lifestyles.” 30 “Tourism - LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment.”	26 “Development which provides for enhanced informal public outdoor recreation and leisure facilities and attractions or provides improved opportunities for outdoor access will be supported where: It addresses an identifiable shortfall or makes a positive contribution to the tourism network and visitor experience.” 49 “Proposals for new or substantially enlarged sport, recreation or community facilities within Settlement areas will be supported where: The development is of a form and scale of commensurate with the nature of the facility proposed, the settlement where it is located and the community that it serves; and the development is readily accessible to the community it will serve by public transport (where it serves that locality), cycling and on foot.”	

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Community Proposal 16 Establish a Community Sports Centre and Educational Outdoor Learning Base at the old Hermitage Primary Annex	9 “LDPs should set out opportunities for the sustainable reuse of brownfield land including vacant and derelict land and empty buildings.” 15 “Local Living - Development proposals will contribute to local living, including local access to: community gardens, opportunities for food growth and allotments, sport and recreation facilities.” 18 “Infrastructure First – LDPs should set out the infrastructure requirements to deliver the spatial strategy, informed by the evidence base, identifying the infrastructure priorities, and where, how, when and by whom they will be delivered.” 21 “Play, recreation and sport - seeks to encourage, promote and facilitate spaces and opportunities for play, recreation and sport. Criterion d) of this policy states that: development proposals likely to be occupied or used by children and young people will be supported where they incorporate well-designed, good quality provision for play, recreation, and relaxation that is proportionate to the scale and nature of the development and existing provision in the area.” 23 “LDPs should create healthier places for example through opportunities for exercise, healthier lifestyles.” 25 “LDPs should be aligned with any strategy for community wealth building for the area. Spatial strategies should address community wealth building priorities; identify community assets; set out opportunities to tackle economic disadvantage and inequality; and seek to provide benefits for local communities.”	26 “Development which provides for enhanced informal public outdoor recreation and leisure facilities and attractions or provides improved opportunities for outdoor access will be supported where: It addresses an identifiable shortfall or makes a positive contribution to the tourism network and visitor experience.” 49 “Proposals for new or substantially enlarged sport, recreation or community facilities within Settlement areas will be supported where: The development is of a form and scale of commensurate with the nature of the facility proposed, the settlement where it is located and the community that it serves; and the development is readily accessible to the community it will serve by public transport (where it serves that locality), cycling and on foot.”	

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Community Proposal 17 Develop a Pump Track and Active Play Area at Kirkmichael, with Community Space	15 “Local Living - Development proposals will contribute to local living, including local access to: community gardens, opportunities for food growth and allotments, sport and recreation facilities.” 21 “Play, recreation and sport - seeks to encourage, promote and facilitate spaces and opportunities for play, recreation and sport. Criterion d) of this policy states that: development proposals likely to be occupied or used by children and young people will be supported where they incorporate well-designed, good quality provision for play, recreation, and relaxation that is proportionate to the scale and nature of the development and existing provision in the area.” 23 “LDPs should create healthier places for example through opportunities for exercise, healthier lifestyles.” 25 “LDPs should be aligned with any strategy for community wealth building for the area. Spatial strategies should address community wealth building priorities; identify community assets; set out opportunities to tackle economic disadvantage and inequality; and seek to provide benefits for local communities.”	26 “Development which provides for enhanced informal public outdoor recreation and leisure facilities and attractions or provides improved opportunities for outdoor access will be supported where: It addresses an identifiable shortfall or makes a positive contribution to the tourism network and visitor experience.” 49 “Proposals for new or substantially enlarged sport, recreation or community facilities within Settlement areas will be supported where: The development is of a form and scale of commensurate with the nature of the facility proposed, the settlement where it is located and the community that it serves; and the development is readily accessible to the community it will serve by public transport (where it serves that locality), cycling and on foot.”	

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Accommodation Proposal 18 Prioritise affordable housing and smaller housing units	9 “Brownfield, vacant and derelict land and empty buildings - To encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to help reduce the need for greenfield development, LDPs should set out opportunities for the sustainable reuse of brownfield land including vacant and derelict land and empty buildings. Development proposals for the reuse of existing buildings will be supported. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.” 15 “Local Living - Development proposals will contribute to local living, including local access to: affordable and accessible housing options, ability to age in place and housing diversity.” 16 “Quality Homes - Deliverable land should be allocated to meet the 10-year Local Housing Land Requirement in locations that create quality places for people to live. Development proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision, will be supported. This could include: accessible, adaptable and wheelchair accessible homes; affordable homes; a range of size of homes; homes for older people, including supported accommodation, care homes and sheltered housing.” “Development proposals for new homes will be supported where they make provision for affordable homes to meet an identified need. Proposals for market homes will only be supported where the contribution to the provision of affordable homes on a site will be at least 25% of the total number of homes, unless the LDP sets out locations or circumstances where: i. a higher contribution is justified by evidence of need.” 25 “Community wealth building - LDPs should be aligned with any strategy for community wealth building for the area. Spatial strategies should address community wealth building priorities; identify community assets; set out opportunities to tackle economic disadvantage and inequality; and seek to provide benefits for local communities. Development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported. This could include for example improving community resilience and reducing inequalities.”	67 “All new housing developments of 8 or more units will generally be expected to contribute a proportion of affordable housing. The benchmark figure is that each site should contribute a minimum of 25% of the total number of units on site as affordable housing.”	The community would be satisfied that the requirement for affordable housing could justify a larger percentage than 25% of affordable housing in new developments of more than 8 houses as allowed by NPF4 “the LDP sets out locations or circumstances where: i. a higher contribution is justified by evidence of need” 30% has been suggested.

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Accommodation Proposal 19 Developments should be sustainable and carbon neutral	9 “Brownfield, vacant and derelict land and empty buildings - To encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to help reduce the need for greenfield development, LDPs should set out opportunities for the sustainable reuse of brownfield land including vacant and derelict land and empty buildings. Development proposals for the reuse of existing buildings will be supported. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option”. 15 “Local Living - Development proposals will contribute to local living including, where relevant, 20-minute neighbourhoods, including local access to: sustainable modes of transport including local public transport and safe, high-quality walking, wheeling and cycling networks.” 16 “More energy efficient, net zero emissions homes, supporting a greener, fairer and more inclusive wellbeing economy and community wealth building, tackling both fuel and child poverty.”	04 “Sustainable Development b) Make efficient use of vacant and/or derelict land including appropriate buildings; c) Support existing communities and maximise the use of existing infrastructure and services; d) Maximise the opportunities for sustainable forms of design including minimising waste, reducing our carbon footprint, increasing energy efficiency, solar panels, ground, water and air source heat pumps and other forms of renewable energy generation.” 4.1 “Good quality places are successful and sustainable, low carbon, natural and resilient, well-connected, where people want to live, work and visit.” 05 “The design should be sustainable in terms of materials and construction and should consider future adaptability, and climate change mitigation measures.” 09 “Sustainable Design. Development proposals should demonstrate consideration of and where possible utilisation of: Renewable sources of energy; and Sustainable design and construction methods in terms of embodied energy; conversion and re-use; and adaptability.” 34 “The provision of electric vehicle charge points or the infrastructure potential to accommodate future points requires to be considered as part of all new development which results in a new parking requirement.”	
Accommodation Proposal 20 Increase provision of Visitor Accommodation	25 “LDPs should be aligned with any strategy for community wealth building for the area. Spatial strategies should address community wealth building priorities; identify community assets; set out opportunities to tackle economic disadvantage and inequality; and seek to provide benefits for local communities.” 30 “Tourism - LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment”.	23 “There is a presumption in favour of new or improved tourist facilities and accommodation where: The development is in a form scale and location which is consistent with its surroundings; and The proposals respect and integrate well with the landscape/townscape character and amenity of the surrounding area; and they are located in accessible locations, taking into account the scale and nature of the proposed development, and include proposals to widen the options for sustainable travel to access them (including public transport, cycling or on foot).”	

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Getting About Proposal 21 Maintain roads and consider additional measures to ensure safety of all users	13 “Sustainable Transport - LDPs should promote a place-based approach to consider how to reduce car-dominance. The policy states that this could involve a variety of potential measures including but not limited to low traffic schemes, shared transport options, designing-in speed controls, bus/cycle priority, pedestrianisation or minimising space dedicated to car parking. Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported.” 14 “LDPs should be place-based and created in line with the Place Principle. The spatial strategy should be underpinned by the six qualities of successful places. LDPs should provide clear expectations for design, quality and place taking account of the local context, characteristics and connectivity of the area.” 15 “Local Living - Development proposals will contribute to local living including, where relevant, 20-minute neighbourhoods, including local access to: sustainable modes of transport including local public transport and safe, high-quality walking, wheeling and cycling networks.”	32 “Argyll and Bute Council require active travel and recreation to be integrated in developments from the start of the wider design process. Proposals for development should, ensure that: Existing active travel networks and rights of way are safeguarded and integrate with the development; active travel routes within development are delivered, as appropriate, ensuring that any special mobility and safety requirements are also addressed; in all cases consideration requires to be given to the integration of active travel routes to adjoining areas, in particular to the Core Path network, Public Rights of Way, safe routes to school network, green and blue infrastructure and to link to the foreshore and to public transport facilities.”	
Getting About Proposal 22 Car, Campervan and Coach Parking, EV Charging and Public Transport facilities to be improved	13 “Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported. This includes proposals: i. for electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy.” 30 “Policy 30 Tourism - LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment.”	23 “There is a presumption in favour of new or improved tourist facilities and accommodation where: The development is in a form scale and location which is consistent with its surroundings; and The proposals respect and integrate well with the landscape/townscape character and amenity of the surrounding area; and they are located in accessible locations, taking into account the scale and nature of the proposed development, and include proposals to widen the options for sustainable travel to access them (including public transport, cycling or on foot).”	A2003 Helensburgh - Craigendoran Local; recreation and tourist related development, consideration of transportation and access Issues. Suggest campervan parking would be suitable in this area in addition to active planning application. C2001 Helensburgh Pierhead Swimming pool, community leisure facility, open space, town centre parking with up to 2700m² retail use To reallocate enough parking to provide spaces for four coaches.

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Getting About Proposal 23 Develop a network of Active Travel Routes across the town and improve signage	13 “Sustainable Transport - LDPs should promote a place-based approach to consider how to reduce car-dominance. The policy states that this could involve a variety of potential measures including but not limited to low traffic schemes, shared transport options, designing-in speed controls, bus/cycle priority, pedestrianisation or minimising space dedicated to car parking. Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported.” 14 “LDPs should be place-based and created in line with the Place Principle. The spatial strategy should be underpinned by the six qualities of successful places. LDPs should provide clear expectations for design, quality and place taking account of the local context, characteristics and connectivity of the area.” 15 “Local Living - Development proposals will contribute to local living including, where relevant, 20-minute neighbourhoods, including local access to: sustainable modes of transport including local public transport and safe, high-quality walking, wheeling and cycling networks.” 20 “LDPs should safeguard access rights and core paths, including active travel routes, and encourage new and enhanced opportunities for access linked to wider networks.” 21 “Development proposals that include new streets and public realm should be inclusive and enable children and young people to play and move around safely and independently, maximising opportunities for informal and incidental play in the neighbourhood.” 23 “LDPs should create healthier places for example through opportunities for exercise, healthier lifestyles.”	26 “Development which provides for enhanced informal public outdoor recreation and leisure facilities and attractions or provides improved opportunities for outdoor access will be supported where: It addresses an identifiable shortfall or makes a positive contribution to the tourism network and visitor experience.” 32 “Argyll and Bute Council require active travel and recreation to be integrated in developments from the start of the wider design process. Proposals for development should, ensure that: Existing active travel networks and rights of way are safeguarded and integrate with the development; active travel routes within development are delivered, as appropriate, ensuring that any special mobility and safety requirements are also addressed; in all cases consideration requires to be given to the integration of active travel routes to adjoining areas, in particular to the Core Path network, Public Rights of Way, safe routes to school network, green and blue infrastructure and to link to the foreshore and to public transport facilities.”	

LPP PROPOSAL	SUPPORTING NPF4 POLICIES	SUPPORTING LDP2 POLICIES	PROPOSED AMENDMENTS TO LDP2
Getting About Proposal 24 Improve accessibility through upgrading and repair of pavements and dropped kerbs	13 “Sustainable Transport - LDPs should promote a place-based approach to consider how to reduce car-dominance. The policy states that this could involve a variety of potential measures including but not limited to low traffic schemes, shared transport options, designing-in speed controls, bus/cycle priority, pedestrianisation or minimising space dedicated to car parking. Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported.” 14 “LDPs should be place-based and created in line with the Place Principle. The spatial strategy should be underpinned by the six qualities of successful places. LDPs should provide clear expectations for design, quality and place taking account of the local context, characteristics and connectivity of the area.” 15 “Local Living - Development proposals will contribute to local living including, where relevant, 20-minute neighbourhoods, including local access to: sustainable modes of transport including local public transport and safe, high-quality walking, wheeling and cycling networks.” 21 “Development proposals that include new streets and public realm should be inclusive and enable children and young people to play and move around safely and independently, maximising opportunities for informal and incidental play in the neighbourhood.”	32 “Argyll and Bute Council require active travel and recreation to be integrated in developments from the start of the wider design process. Proposals for development should, ensure that: Existing active travel networks and rights of way are safeguarded and integrate with the development; active travel routes within development are delivered, as appropriate, ensuring that any special mobility and safety requirements are also addressed; in all cases consideration requires to be given to the integration of active travel routes to adjoining areas, in particular to the Core Path network, Public Rights of Way, safe routes to school network, green and blue infrastructure and to link to the foreshore and to public transport facilities.”	