

HMNB CLYDE – RHU AND SHANDON COMMUNITY COUNCIL UPDATE BRIEF – SEP 21

Rather than present a general overview of our activities, you provided a specific list of items of interest from the Rhu and Shandon Community Council Committee and the residents which you felt were linked to HMNB Clyde. This allowed a more focussed report to be prepared.

The seven specific questions that you posed are detailed in red, with comments below them.

- **Update on development proposals for the demolished Smugglers Way housing estate?**
 - We have always stated that we would inform the Community Council of any proposals and there has been absolutely no change to this position. Funding was available to demolish the disused Married Quarter buildings and return the site to a 'grassed over' state. There are no immediate plans to redevelop the site.
- **How is the multi-story carpark progressing, and the associated parking in Woodlea Crescent? The road under the underpass now has a no entry sign and width restricting bollards.**
 - The planned development of a new multi-storey car park onsite is in abeyance and no physical work has commenced since the geological survey and design activities.
 - The Woodlea Crescent area is currently being used by contractors building the new Submarine Training Facility. (They, presumably, have placed the sign and bollards to prevent any contractor vehicles from attempting to use the underpass to access the Woodlea site with the attendant risk of damage to the A814 bridge supports and to minimise any additional traffic movements around the Clyde Nursery).
- **The underpass leading from Woodlea Crescent. The steps on one side and the area adjacent to the A814 above the underpass have been cleared. Do you have any idea what is planned here?**
 - Argyll and Bute Council and SPT are jointly developing a proposal to relocate the bus stop currently located opposite the Southern Approach Road to this area. I believe this is to improve safe access to and from the stop by leading any users immediately away from the busy A814 grass verge.
- **The area above the underpass has had a very significant outbreak of knotweed in the past and I noticed last night that there are 4 plants growing strongly in the flat area. I think that A&B tackled this the last time. Could you confirm whether MOD will deal with it or should I inform A&B? It certainly should be dealt with since it will damage the underpass and hence the A814 if not treated.**
 - I will inform the Babcock grounds maintenance team but would also recommend that you report it to the appropriate authority at Argyll and Bute Council.
- **Does the MOD have any plans for its listed abandoned properties in Shandon?**
 - We routinely and regularly review both the land and property holdings of the MOD in the vicinity of HMNB Clyde in conjunction with both the Defence Infrastructure Organisation and MOD Land Management Service.
- **Would the MOD take all the steps it can to ensure that deliveries to both Faslane and Coulport use the Haul Road rather than come through the village? I would have raised this at the CLLC meeting had I been able to attend.**
 - Of course, but I must highlight that HMNB Clyde is supported by a very broad range of almost exclusively commercial suppliers and the routes chosen by such firms will be influenced by a range of factors, some of which are beyond

our control or influence. Where we ourselves are in control of evolutions that involve significant numbers of vehicles or large loads, then these all use the Haul Road.

- **Update on Rail Station ideas near the North Gate.**
 - This project is taking place under the Scottish Transport Appraisal Guidance (STAG). The initial step was for the Scottish Government to fund a company called 'Stantec' to undertake the first stage in the STAG process, which is the creation of a document called the 'Initial Appraisal; Case for Change'. There are 4 stages in the STAG process, which is a very time intensive process to ensure that any government spending is effectively prioritised and targeted. If – and only if – the 'Case for Change' is accepted by the Scottish Transport authorities, and also deemed to be of a sufficiently high priority to merit further work (when compared against all other transport projects across Scotland), then the process moves on to Phase 2 (Preliminary Options Appraisal). HMNB Clyde is not leading on this work, which has been commissioned by Argyll and Bute Council. In short, step one – of what could be a very long process – is underway.

Project Lead Officer to the Captain of the Base

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