

DALBEATTIE PLACE PLAN



Produced by
Dalbeattie Community Council
2025



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Dalbeattie Local Place Plan Introduction

The Dalbeattie Place Plan is a strategic framework developed to guide the town's future growth, based on extensive community engagement, feedback, and analysis of demographic data. The methodology for creating the plan included three phases of consultation and a review of the 2022 Census data to ensure the proposals reflect the needs and priorities of Dalbeattie residents. The geographic area considered for this plan aligns with the Dalbeattie Community Council boundary.

- **Phase 1: Resident Survey**

A survey was conducted to gather both quantitative and qualitative data from a broad range of the community within the Dalbeattie Community Council boundary. The results indicated strong support for improvements in infrastructure, public spaces, and the protection of natural areas, with a 95% confidence level in key themes.

- **Phase 2: Direct Consultations**

Informal conversations, interactions, one-on-one discussions, and small group meetings were held by Dalbeattie Community Council members. This phase allowed for deeper exploration of the issues raised in the survey and helped define the proposed actions.

- **Phase 3: Public Consultation**

Once prepared the place plan was circulated to the surrounding community Councils and all Dumfries and Galloway Council elected councillors that represent the ward. The place plan was publicly circulated, in Dalbeattie, on display at the town hall on 8th December 2025 and displayed at a dedicated meeting on 12 January 2026. It was downloadable for comment on the Dalbeattie Community Council Website from 16 November 2025. All feedback and comments from this public consultation are attached as Appendix C

In addition to the community engagement, 2022 Census data was analysed to gain insight into the demographic profile of Dalbeattie. This data provided important information on factors such as population size, age distribution, housing tenure, and ethnic diversity, all of which were factored into the development of the Place Plan. This analysis allowed for a deeper understanding of the challenges and opportunities facing the community, including the needs of an ageing population and the demand for more diverse housing options.

The feedback gathered across these phases, coupled with the census analysis, identified key areas of concern, including accessibility, transport, housing, and the preservation of green spaces. These concerns were incorporated into the final proposals, ensuring they address the community's needs. Dalbeattie Community Council has ensured that the proposed actions align with the goals of the National Planning Framework 4 (NPF4), with the intention that these will be incorporated into the Local Development Plan by Dumfries and Galloway Council.

Demographic and Strategic Overview (2022 Census)

Population and Ethnicity

Dalbeattie has a total population of 4,137, based on the 2022 Census. The town has a predominantly White population, with 99.2% identifying as White—significantly higher than the national average of 92.9% across Scotland. Within this, 80.8% identify as White Scottish (compared to 77.7% nationally), and 17.2% as Other White British (above the national figure of 9.4%). Other ethnic backgrounds, including Irish, Polish, and mixed or multiple groups, are represented in very small numbers. Minority ethnic groups collectively account for just 0.8% of Dalbeattie’s population, much lower than Scotland’s 7.1%.

Age Profile

The age profile in Dalbeattie differs notably from the national picture. A significant 31% of the population is aged 65 and over, compared to 20% nationally, indicating an older population. Children aged 0–15 make up 13.9% (versus 16.4% nationally), and the 16–24 age group represents just 7.8%, lower than the national figure of 10.7%. The working-age population (25–64) in Dalbeattie accounts for 47.2%, compared to approximately 53.7% across Scotland. These figures reflect an ageing population and limited ethnic diversity in Dalbeattie, highlighting potential future challenges around service provision, housing, and workforce sustainability.

Housing Tenure

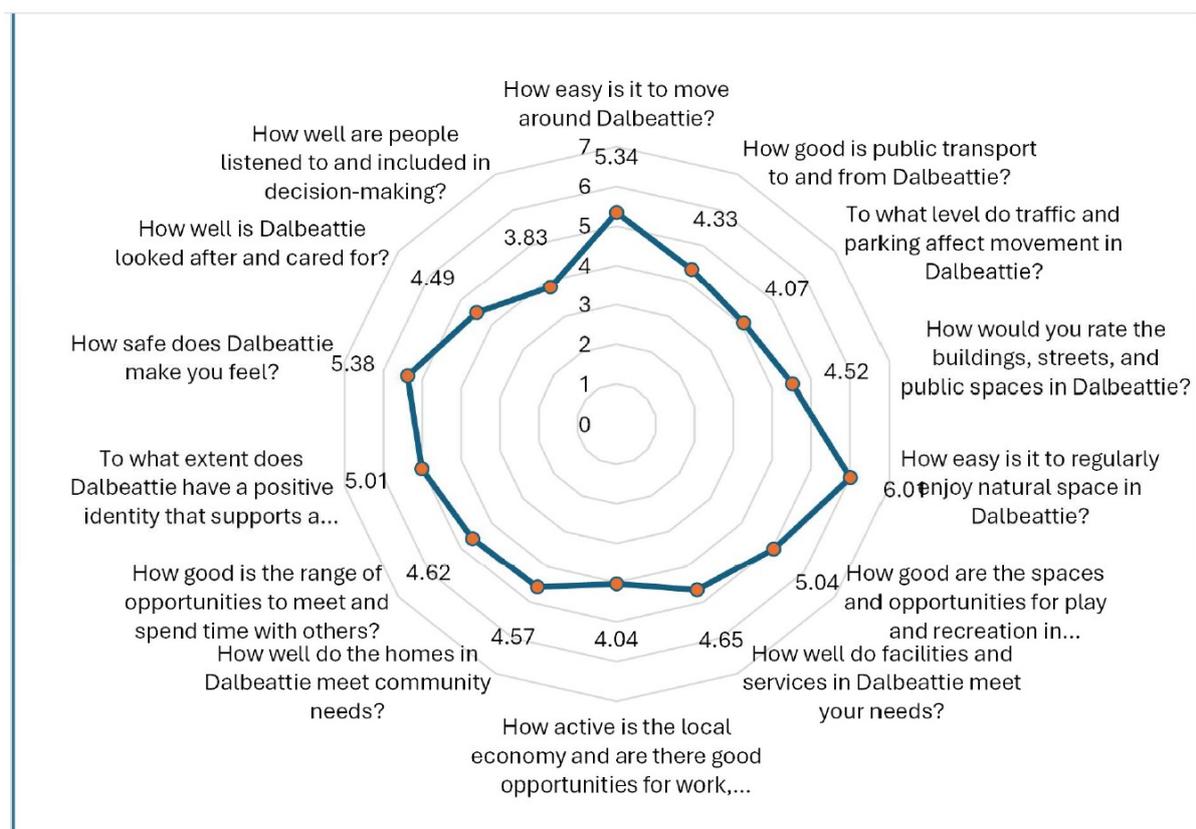
Housing tenure in Dalbeattie is dominated by home ownership, with 70.5% of residents living in owned properties—considerably higher than the Scottish national average of 63.2%. Of these, 41.3% own their homes outright (Scotland: 33.9%), and 28.7% have a mortgage or loan (Scotland: 28.4%). Shared ownership and shared equity schemes, such as Help to Buy or LIFT, are rare locally, making up only 0.3% of housing. Social renting (including council and housing association properties) accounts for 18.3% of households in Dalbeattie, lower than the national figure of 22.5%. Private rented housing is also slightly less common in Dalbeattie (10.2%) compared to Scotland overall (12.9%), with nearly all private tenants renting from a landlord or letting agency. Additionally, 1.1% of people in Dalbeattie live rent-free, slightly below the Scottish average of 1.4%. These figures highlight a relatively high level of housing stability and home ownership in the area but also suggest limited uptake of affordable ownership schemes and lower availability of rental options compared to the national landscape.

Community Feedback Phase 1 – Resident Survey

The Dalbeattie Community Council Residents' Survey (see Appendix B) was an online consultation launched on 26 February 2025 using Microsoft Forms. Responses were analysed after three months, in May 2025, by which time 148 residents had completed the survey.

The results showed a geographical spread across the town, with a gender breakdown of 39% male, 60% female, and under 1% preferring not to say or identifying as other. All age groups were represented, with the following distribution:

- **Under 16** – 10%
- **16–24** – 7%
- **25–44** – 14%
- **45–64** – 36%
- **65–74** – 23%
- **75 and over** – 10%



Place Standard tool results for Dalbeattie

The Dalbeattie Community Council Survey showed that residents deeply value the town’s peaceful rural environment, strong sense of community, and access to natural spaces such as Town Wood. Many appreciate the friendly atmosphere and ease of movement within the town, though concerns were raised about transport reliability, parking difficulties, and accessibility—particularly for those with mobility challenges. The responses highlighted a desire for more local job opportunities, greater support for businesses, and improvements to facilities and services. While most residents feel safe in Dalbeattie, some expressed concerns about antisocial behaviour. Additionally, many community members wish for more inclusive engagement in decision-making processes to ensure their voices are heard. Overall, residents envision a thriving town with better infrastructure, enhanced recreation spaces, and a well-maintained environment for the future.

48. Rank these in order of importance (1-10):

144 Responses



Of the free-text responses to questions 4, 5, 49, and 50, the following themes showed a very high confidence level of 95%, indicating strong alignment among residents' views. The responses revealed that Dalbeattie’s community spirit, natural environment, and rural character are highly valued, with many emphasising the importance of preserving Dalbeattie Town Wood and other green spaces.

Future aspirations include improved infrastructure (32%), enhanced recreational spaces (25%), and better local services (18%), while concerns around mobility, housing, and town identity shape ongoing priorities. The link between environmental preservation and town identity is significant, as 65% of those advocating for

Dalbeattie Town Wood also expressed concerns about maintaining the town's distinct character.

Similarly, transport improvements remain a priority, with 78% of those mentioning mobility challenges also supporting enhanced infrastructure. Economic sustainability is another key theme, as 72% of those who value community spirit also highlighted the need for stronger business support and local employment opportunities.

Community Engagement Phase 2 – Direct Resident Consultation

Phase 2 of the Dalbeattie Place Plan community engagement process was led by members of the Dalbeattie Community Council, who undertook direct engagement with residents to follow up on the findings of the initial community survey (Phase 1). This phase aimed to deepen understanding of key local issues and begin shaping potential planning proposals.

Rather than using a single formal method, each Community Council member engaged with residents in the way they felt worked best—through informal conversations, one-to-one discussions, small group chats, and outreach within their own community networks. This flexible, person-to-person approach helped reach a broad range of age groups and perspectives across Dalbeattie.

In total, four Community Councillors discussed the survey findings with 36 residents, representing a wide demographic and a broad geographical spread across the town.

The views expressed during these consultations strongly endorsed and closely aligned with the findings of the Dalbeattie Community Council Residents' Survey. Following discussions of the survey results, residents contributed further by proposing ideas that addressed local needs and aspirations. These contributions form the basis of the proposals set out in this Local Place Plan.

The combined responses from Phase 1 and Phase 2 were presented to Dalbeattie Community Council members and discussed at Council meetings. This feedback was used to develop a list of strategic planning priorities and to recommend five planning proposals for consideration in Dumfries and Galloway's Local Development Plan 3 (LDP3):

- Integrating Curb-Free Design in New Developments
- Integrating Alleyways in Developments
- Protecting Green Spaces in Development and Planning Approvals
- Make Dalbeattie High Street more accessible for pedestrians and easier to navigate by modifying pavements and curbs, and increasing the pedestrian area.
- Increasing the number of Smaller Residential Units in Dalbeattie

Strategic Planning Priorities

1. Supporting an Ageing Population

Dalbeattie's ageing population (31% aged 65 and over) highlights the need for accessible infrastructure, including well-maintained pavements, adapted housing, and reliable public transport to support mobility and independence.

2. Improving Transport and Accessibility

Road and pavement upgrades, better pedestrian pathways, and improved parking management are essential to support safe and efficient movement. Strengthening public transport links will improve access to and from the town for both residents and visitors.

3. Diversifying Housing Options

Given the high proportion of home ownership and limited availability of rental and shared ownership schemes, future housing development should prioritise a mix of tenure types. This includes affordable and accessible homes to meet the needs of younger people, families, and those with mobility needs.

4. Preserving and Enhancing Natural Spaces

Natural spaces such as Dalbeattie Town Wood are highly valued by residents and must be protected. Future development should be environmentally responsible, supporting biodiversity and green infrastructure.

5. Investing in Public Spaces and Amenities

Upgraded play areas, improved streets, and well-maintained public spaces will support active, social lifestyles for all age groups and contribute to a more welcoming town environment.

6. Promoting Responsible Growth

Place-making should guide new development, ensuring that future projects are aligned with Dalbeattie's rural identity. Responsible tourism initiatives can support local businesses while preserving the town's unique character.

Conclusion

To ensure Dalbeattie is a thriving, sustainable, and resilient community, future development must follow strategic land-use principles that balance growth with environmental responsibility. By prioritising transport improvements, housing accessibility, and the preservation of natural spaces, the town can enhance the quality of life while safeguarding its heritage.



Dalbeattie Town Wood



Colliston Park

Proposal: Integrating Curb-Free Design in New Developments in Dalbeattie

Proposal Overview

This proposal advocates for the removal of traditional curbs in new developments within Dalbeattie to enhance accessibility, improve pedestrian movement, and support sustainable urban design. By adopting a curb-free approach, the town can create more inclusive spaces that align with modern planning principles while maintaining its rural character. This recommendation applies specifically to new residential, commercial, and mixed-use developments, where curb-free design can be integrated from the outset as part of a cohesive, accessible, and climate-resilient layout.

Community Support and Survey Findings

The Dalbeattie Community Council Residents' Survey demonstrates strong support for improved infrastructure and accessibility, with a confidence level of 95% across key themes. Residents consistently highlight mobility challenges, with 78% of those mentioning accessibility concerns also supporting infrastructure enhancements.

Local Example: Springholm Curb-Free Development

The recently completed Springholm housing development, delivered by Wheatley Homes South in partnership with Dumfries and Galloway Council, provides a clear precedent for curb-free design in the region. The £11.6 million project includes 47 affordable homes built with low-carbon features and a shared-space layout that prioritises pedestrian movement and accessibility.

While not explicitly branded as “curb-free” in public materials, the development’s design reflects modern urban planning principles—including level surfaces, integrated pedestrian zones, and inclusive access—consistent with the goals of curb-free environments. Its completion demonstrates that such design is already accepted practice in Dumfries and Galloway and can be successfully delivered in rural communities.

This example reinforces the feasibility of implementing curb-free design in Dalbeattie and supports the proposal’s alignment with NPF4, Designing Streets, and the Equality Act 2010.

Flood Risk and Drainage Benefits

Dalbeattie lies within a SEPA-identified flood risk area, making climate-resilient infrastructure a local priority. Curb-free design offers clear advantages in this context by enabling the integration of sustainable urban drainage systems (SuDS) such as permeable paving, rain gardens, and swales. These features help manage surface water at source, reduce runoff, and alleviate pressure on traditional drainage networks—thereby lowering the risk of localised flooding. Unlike conventional kerb-and-channel systems, curb-free layouts allow water to flow into planted or permeable

zones, supporting infiltration and filtration. This approach aligns with NPF4 Policy 2 (Climate Mitigation and Adaptation) and Policy 20 (Blue and Green Infrastructure), and contributes to a more climate-adapted, flood-resilient Dalbeattie.

How does this align with National Planning Framework 4 (NPF4)

This proposal aligns with several key policies in Scotland's National Planning Framework 4 (NPF4), which places significant weight on sustainable, inclusive, and climate-resilient development. The integration of curb-free design in new developments supports the following national planning objectives:

- **Policy 1 – Tackling the Climate and Nature Crises**
Prioritises infrastructure that reduces environmental impact and supports low-carbon, nature-positive places. Curb-free design encourages active travel and reduces reliance on car-centric layouts.
- **Policy 2 – Climate Mitigation and Adaptation**
Supports development that is resilient to climate change and reduces emissions. Curb-free streets can incorporate sustainable drainage systems (SuDS), reduce impermeable surfaces, and support climate-adaptive public realm design.
- **Policy 16 – Quality Homes**
Promotes well-designed, accessible housing that meets the needs of all residents. Removing curbs improves mobility for wheelchair users, pushchairs, and those with visual or physical impairments.
- **Policy 20 – Blue and Green Infrastructure**
Encourages the creation of connected, multifunctional networks of natural and civic spaces. Curb-free design complements green corridors and inclusive public realm improvements, especially when integrated with nature-based solutions.
- **Policy 27 – Sustainable Transport**
Supports pedestrian-friendly environments and active travel networks. Curb-free layouts foster walkability and shared-space principles that reduce vehicle dominance and improve safety.

NPF4 advocates for placemaking principles that enhance walkability, reduce reliance on vehicles, and create safer, more integrated public spaces. Removing curbs in new developments supports these objectives by fostering shared-space environments, improving accessibility for wheelchair users and pushchairs, and encouraging pedestrian movement.

Supporting Legislation and Best Practices

Beyond NPF4, curb-free design is increasingly recognised in **Scottish planning guidance** and urban development strategies. The following frameworks provide additional support:

- **The Equality Act 2010:** Ensuring accessibility for all residents, including those with mobility impairments.
- **The Roads (Scotland) Act 1984:** Allowing flexibility in street design to accommodate modern urban planning approaches.
- **Designing Streets: A Policy Statement for Scotland (2010):** Encouraging shared-space developments that prioritise pedestrian movement and accessibility.

Conclusion and Recommendations

This proposal recommends the integration of curb-free design in all new developments within Dalbeattie to improve accessibility, pedestrian safety, and sustainable urban design. It is strongly supported by community feedback, including a 95% confidence level across infrastructure themes in the Dalbeattie Residents' Survey, and reflects the town's commitment to inclusive, forward-thinking placemaking.

The recently completed Springholm development demonstrates that curb-free layouts are already accepted practice within Dumfries and Galloway. This precedent reinforces the feasibility of implementing similar design principles in Dalbeattie.

The proposal aligns with key policies in NPF4, including Policies 1, 2, 16, 20, and 27, and is supported by national legislation and guidance such as the Equality Act 2010, the Roads (Scotland) Act 1984, and Designing Streets. Together, these frameworks provide a strong foundation for delivering accessible, climate-resilient, and pedestrian-prioritised development.

By removing curbs in new developments, Dalbeattie can create safer, more inclusive environments that reflect community priorities and contribute to a thriving, well-connected, and environmentally responsible town.

Proposal: Integrating Alleyways in Developments in Dalbeattie

Proposal Overview

This proposal advocates for the inclusion of alleyways in developments within Dalbeattie to enhance connectivity, accessibility, and community engagement. Well-designed alleyways can provide safe pedestrian routes, improve urban flow, and support environmental sustainability by integrating green spaces and reducing reliance on vehicle-dominated streets.

Community Support and Survey Findings

The Dalbeattie Community Council Survey demonstrates strong community support for improved infrastructure and accessibility, with a very high confidence level of 95% across key themes. Residents consistently highlight mobility challenges, with 78% of those mentioning accessibility concerns also supporting infrastructure enhancements.

Local Case Study: Hestan Road Estate

The Hestan Road estate, constructed between approximately 2003 and 2007, illustrates the limitations of cul-de-sac design without integrated pedestrian alleyways. The estate contains six cul-de-sacs, none of which are interlinked by pedestrian paths. There is only one alleyway, located just before the estate joins Port Road, running to the High Street—but it does not connect the internal layout.

As a result, pedestrian movement is constrained, with longer walking distances and limited permeability. This discourages active travel and reduces opportunities for community interaction. Future developments should avoid repeating this disconnected layout and instead prioritise walkable, well-connected environments.

Local Case Study: The Rounall Avenue and Johnston Drive Estates

The Rounall Avenue and Johnston Drive cul-de-sacs estates illustrate another missed opportunity for pedestrian connectivity. These streets back onto public spaces such as Rounall Wood and the cemetery, yet lack any alleyways or footpaths linking them internally or to adjacent assets. Crucially, anyone approaching from nearby areas—such as across the main road—cannot walk through these cul-de-sacs to reach the green spaces behind. Instead, they must follow the same vehicle-dominated route as cars, navigating longer paths along main roads. This absence of pedestrian permeability limits access to nature, discourages active travel, and undermines the potential for a cohesive green network across Dalbeattie.

How does this align with the National Planning Framework 4 (NPF4)

This proposal aligns with NPF4's core principles of sustainable, accessible, and inclusive design. Alleyway integration directly supports the creation of walkable, well-connected communities, as envisioned in several key policies:

- **Policy 2 – Climate Mitigation and Adaptation:** Supports layouts that reduce emissions and improve resilience. Walkable alleyways reduce car dependency and allow for permeable surfaces and planting.
- **Policy 3 – Nature Crisis:** Calls for development to protect and restore biodiversity. Alleyways can host native planting, pollinator routes, and SuDS features.
- **Policy 6 – Community Wealth Building:** Encourages local economic resilience and inclusive growth. Walkable layouts with alleyways support footfall to local businesses and reduce transport barriers.
- **Policy 14 – Design Quality and Place:** Promotes inclusive, well-connected places that reflect local character and support community wellbeing.
- **Policy 16 – Quality Homes:** Promotes well-designed housing layouts that prioritise accessibility and pedestrian movement.
- **Policy 20 – Blue and Green Infrastructure:** Encourages developments to integrate green networks, enhance biodiversity, and support active travel.
- **Policy 27 – Sustainable Transport:** Encourages active travel and walkable environments, reducing reliance on private vehicles.
- **Policy 30 – Urban Design:** Supports placemaking strategies that enhance connectivity, permeability, and community interaction.

NPF4 advocates for walkability, active travel, and climate-conscious planning. Alleyways can serve as safe, direct pedestrian routes, linking homes, businesses, and public spaces while fostering community interaction, supporting biodiversity, and enabling sustainable drainage.

Supporting Legislation and Best Practices

Beyond NPF4, the integration of alleyways is supported by wider Scottish planning guidance and urban development strategies. The following frameworks provide additional justification for their inclusion:

- **Designing Streets: A Policy Statement for Scotland (2010)**
Promotes pedestrian-priority layouts and street design that supports accessibility, permeability, and placemaking.
- **The Roads (Scotland) Act 1984**
Provides flexibility in street design, enabling local authorities to adopt layouts

that reflect modern planning principles, including pedestrian routes and shared surfaces.

- **Community-Led Alleyway Transformation Initiatives**

Across the UK, successful community projects have revitalised alleyways into safe, attractive, and functional spaces—demonstrating their potential for biodiversity, active travel, and social connection when well-designed and maintained.

These frameworks reinforce the proposal’s call for early-stage design policies that embed alleyways as part of a walkable, inclusive, and climate-resilient urban fabric.

Conclusion and Recommendations

Integrating alleyways in developments presents an opportunity to enhance pedestrian connectivity, improve accessibility, and support sustainable urban design in Dalbeattie. This approach aligns with NPF4 policies, community priorities, and Scottish planning guidance, ensuring future developments contribute to a thriving, well-connected, and environmentally responsible town.

Even where a development does not directly lead onto another road or public space, there is value in future-proofing layouts by reserving space for potential alleyways. These can serve as long-term investments, enabling future connections between core paths, green spaces, and civic assets. This strategic foresight would help link Dalbeattie’s highly valued public spaces—such as woodlands, parks, and community facilities—through safe, walkable routes that support biodiversity, active travel, and inclusive placemaking.

See the map in the Protecting Green Spaces in Development and Planning Proposal to appreciate how many of these valued spaces exist, and how widely they are distributed throughout and around the town. This spatial context underscores the importance of designing for future connectivity, even where links are not immediately required.

Proposal: Protecting Green Spaces in Development and Planning Approvals

Proposal Overview

Dalbeattie is defined by its rich natural landscape and the strong community connection to its green and recreational assets. This proposal calls for a planning approach that safeguards a network of valued places—including Barrhill Woods, Rounall Woods, Dalbeattie Town Wood, the Dumfries and Galloway Core Paths, the Ruth and Bert Memorial Path to Dulmoney Hill, Dalbeattie Golf Course, and the Dalbeattie Allotment Association—from adverse impacts arising from new development or planning approvals. Together, these spaces form a living framework that supports biodiversity, active travel, recreation, food growing, and community wellbeing. Their protection and integration into future planning decisions should be prioritised to ensure that Dalbeattie’s natural character, ecological resilience, and quality of life are preserved and enhanced for generations to come.

Community Support and Survey Findings

The Dalbeattie Community Council Survey demonstrates strong community support for preserving natural spaces, with a very high confidence level of 95% across key themes. Residents consistently highlight Dalbeattie Town Wood as a valued asset, with 65% of those advocating for its protection. Additionally, environmental preservation is a priority for many respondents, reinforcing the need for sustainable development that safeguards local woodlands.

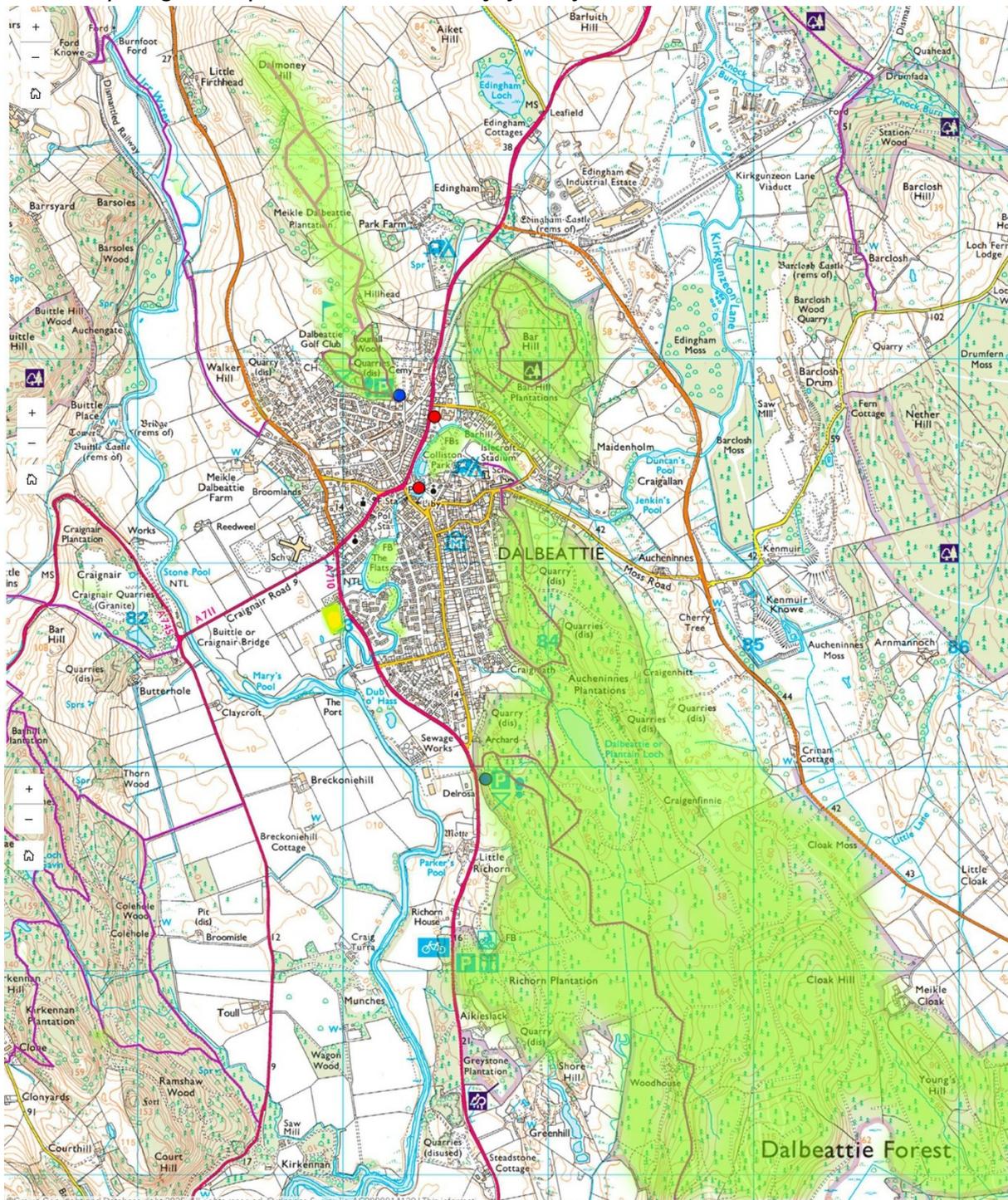
The Place Standard survey for Dalbeattie highlights the community’s deep connection to its natural environment. The theme *“How easy is it for me to regularly enjoy natural space in Dalbeattie?”* received an average score of 6 out of 7—the highest of all 14 themes—indicating that residents not only value access to nature, but experience it as a defining strength of the town. This underscores the importance of protecting and connecting Barrhill Woods, Rounall Woods, Dalbeattie Town Wood, and other locally valued assets such as the Core Paths Network, the Ruth and Bert Memorial Path, Dalbeattie Golf Course, Dalbeattie Allotments, Dalbeattie Bowling Club, Dalbeattie Tennis Club, and the soon-to-be-completed Rocks and Wheels pump track. Together, these spaces support recreation, wellbeing, biodiversity, and community identity. Their protection is not only environmentally sound—it reflects Dalbeattie’s strongest shared priority and should be embedded in future planning decisions.

Note on Boundary and Context

The Dalbeattie Local Place Plan area is defined by the Dalbeattie Community Council boundary, as shown in Appendix A. Several valued green spaces lie immediately adjacent to, or cross, this boundary. These assets are included on the map for contextual purposes only, as they form part of the wider natural environment that directly influences the wellbeing, recreation, and landscape character of Dalbeattie. The proposals in this plan relate to land within the boundary, while

recognising that development decisions inside the town should take account of the interconnected green network surrounding it.

Valued open green spaces, which are enjoyed by residents



-  DGC Core Paths
-  Dalbeattie Allotment Association
-  Ruth and Bert Dunn Memorial Path

 Valued open green public space

Alignment with National Planning Framework 4 (NPF4)

This proposal aligns with several key policies in Scotland’s National Planning Framework 4 (NPF4), reinforcing its strategic fit within national planning priorities. The protection and integration of Dalbeattie’s green and recreational assets—including Barrhill Woods, Rounall Woods, Dalbeattie Town Wood, the Core Paths Network, the Ruth and Bert Memorial Path, the Golf Course, and the Allotments—supports the following national objectives:

- **Policy 1 – Tackling the Climate and Nature Crises**
Places significant weight on addressing the global climate emergency and nature crisis in all planning decisions. Safeguarding Dalbeattie’s natural assets contributes directly to climate resilience and ecological health.
- **Policy 3 – Biodiversity**
Requires development proposals to secure positive effects for biodiversity, including enhancement and long-term management. Protecting and connecting habitats across woodlands, paths, and open spaces supports species movement and ecological networks.
- **Policy 4 – Natural Capital**
Encourages planning that protects and enhances Scotland’s natural assets. Dalbeattie’s woodlands, paths, and community-managed spaces are vital components of natural capital, offering ecological, recreational, and economic value.
- **Policy 5 – Community Wealth Building**
Supports development that strengthens local assets and wellbeing. Preserving and enhancing green spaces, allotments, and recreational routes contributes to community health, identity, and long-term resilience.
- **Policy 6 – Forestry, Woodland, and Trees**
Protects existing woodlands and discourages development that fragments or degrades woodland habitats. Ancient and native woodlands are given particular protection, and compensatory planting is expected if removal occurs.
- **Policy 32 – Natural Places**
Safeguards important natural assets from inappropriate development. This includes locally valued woodlands, landscapes, and recreational spaces that contribute to biodiversity and community wellbeing.

Together, these policies form a robust framework for protecting and enhancing Dalbeattie’s green infrastructure. They support a planning approach that values nature, recreation, and community stewardship—ensuring that future development contributes to a **thriving, resilient, and nature-positive town**.

Supporting Legislation and Best Practices

Beyond NPF4, the protection and integration of Dalbeattie’s green and recreational assets—including **Barrhill Woods, Rounall Woods, Dalbeattie Town Wood, the Core Paths Network, the Ruth and Bert Memorial Path, Dalbeattie Golf Course, and the Dalbeattie Allotments**—is supported by wider Scottish planning legislation and environmental policy. The following frameworks provide additional support:

- **The Town and Country Planning (Scotland) Act 1997**
Establishes the legal foundation for sustainable land-use planning, requiring that development decisions consider environmental protection, community wellbeing, and long-term sustainability.
- **The Scottish Biodiversity Strategy**
Promotes the protection, restoration, and connection of habitats, reinforcing the importance of safeguarding and linking local green spaces as part of a national effort to halt biodiversity loss.
- **Forestry and Land Scotland’s Land Management Planning Framework**
Encourages responsible woodland stewardship, long-term ecological health, and community involvement in the care and enhancement of forested areas.
- **The Place Principle**
Advocates for collaborative, place-based planning that reflects the unique identity, assets, and aspirations of communities—principles that underpin this proposal and the wider Dalbeattie Place Plan.

These frameworks complement NPF4 and provide a strong legislative and policy context for recognising and protecting Dalbeattie’s natural infrastructure within **Local Development Plan 3 (LDP3)**.

Conclusion and Recommendations

As Dumfries and Galloway prepares its third Local Development Plan (LDP3), it is essential that the region’s planning framework reflects the value of Dalbeattie’s interconnected green and recreational assets. Protecting these spaces from adverse development will:

- Safeguard biodiversity and ecological resilience
- Maintain valued spaces for recreation, learning, and wellbeing
- Support active travel and low-carbon lifestyles
- Reinforce Dalbeattie’s identity as a woodland town
- Enable community stewardship and nature-based tourism
- Align with national policy and local priorities

We therefore recommend that Dumfries and Galloway Council:

1. **Formally identify and protect** these assets within LDP3—through mapping, policy designation, and spatial strategy integration
2. **Recognise and support a green corridor and Local Nature Network**, linking woodlands, paths, and community-managed spaces
3. **Promote community stewardship and access improvements**, including signage, interpretation, and inclusive design
4. **Ensure future development contributes positively** to Dalbeattie’s natural character, climate resilience, and long-term wellbeing

This approach reflects the Place Principle, aligns with NPF4 and national legislation, and responds directly to the priorities expressed by the Dalbeattie community. It offers a clear, deliverable vision for a thriving, resilient, and nature-positive town.

Proposal: Make Dalbeattie High Street more accessible for pedestrians and easier to navigate by modifying pavements and curbs, and increasing the pedestrian area.

Proposal Overview

This proposal advocates for the removal of curbs and partial pedestrianisation of Dalbeattie High Street to enhance accessibility, safety, and economic vitality. By prioritising pedestrian-friendly design, the town can create a more welcoming and sustainable environment that supports local businesses and improves mobility for all residents. Look to modify the road junction with Alpine Street

Community Support and Survey Findings

The Dalbeattie Community Council Survey demonstrates strong community support for improved infrastructure and accessibility, with a very high confidence level of 95% across key themes. Residents consistently highlight mobility challenges, with 78% of those mentioning accessibility concerns also supporting infrastructure enhancements. Additionally, 72% of respondents who value community spirit stress the need for stronger business support and local employment, reinforcing the importance of a vibrant and accessible High Street.

Background and Perspective

This proposal emerged during phase two of the community consultation and reflects longstanding aspirations for a more accessible and vibrant town centre. Historically, it is believed that the local Chamber of Commerce advocated for similar improvements, recognising the potential economic and social benefits of a more pedestrian-friendly High Street. A recurring theme in community feedback is that Dalbeattie lacks a defined central space—unlike nearby towns such as Kirkcudbright and Castle Douglas, where open areas along the High Street accommodate market stalls, picnic benches, and informal gathering spaces. These features not only support local takeaway businesses but also foster a sense of place and community interaction. By reimagining Dalbeattie’s High Street with improved pedestrian access and flexible public space, this proposal seeks to address that gap and create a more welcoming, functional, and inclusive town centre.

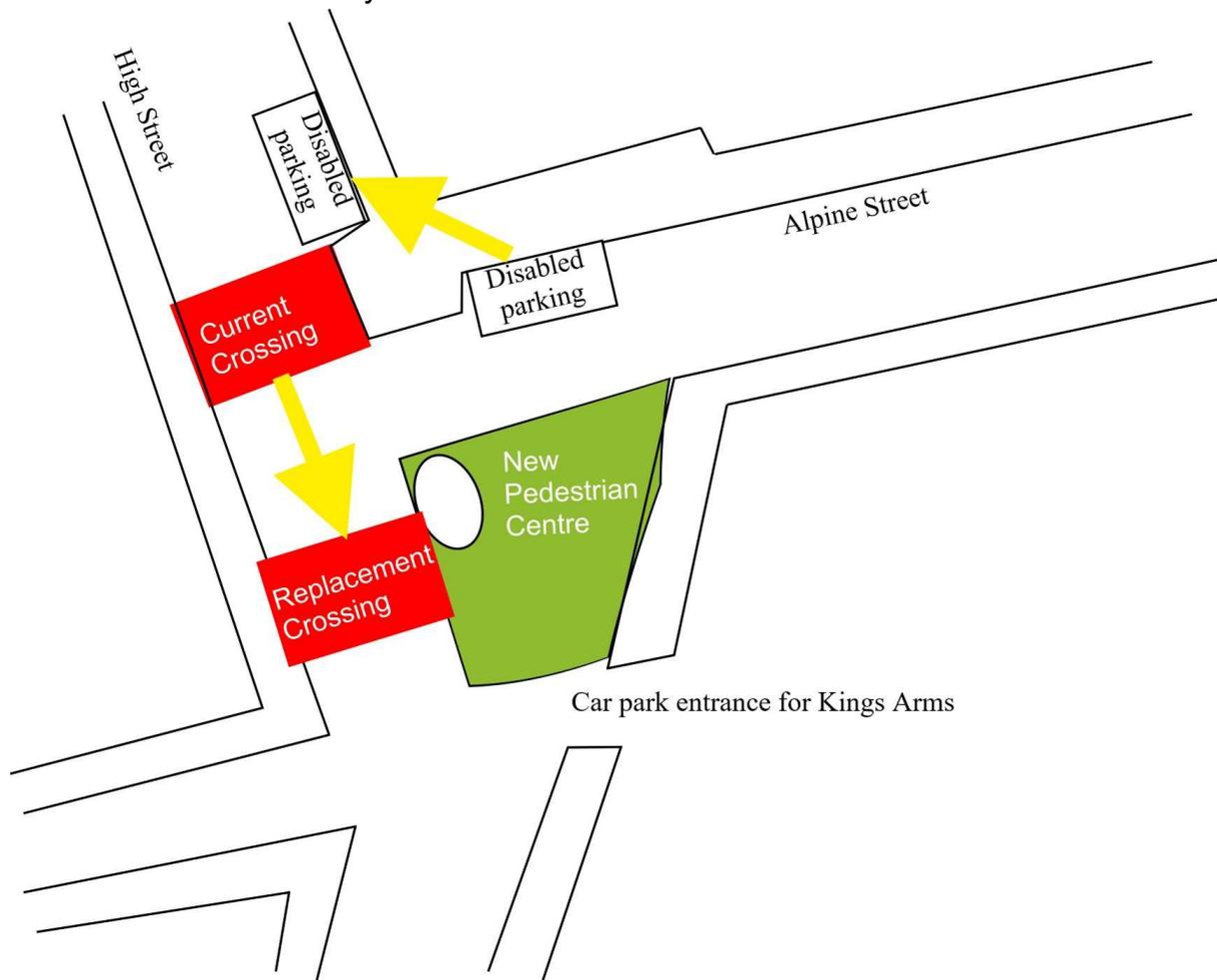
Reclaiming Space at the War Memorial: Junction Redesign and Accessibility

The current layout at the junction of Alpine Street and the High Street forms a wide triangular configuration around the War Memorial. This geometry was historically designed to accommodate large vehicles accessing the sawmill via Alpine Street. However, with that industrial use now obsolete and a 7.5-tonne weight restriction in place, the oversized junction no longer reflects current traffic needs.

This presents a significant opportunity to reclaim underused road space around the War Memorial and convert it into a high-quality pedestrian area. By reconfiguring the junction into a standard T-junction, the town could:

- Simplify traffic movements, improving safety and legibility for all users.
- Create a central civic space around the War Memorial, suitable for seating, planting, and community events.
- Enhance the gateway to the High Street, reinforcing a sense of arrival and place.

One consideration is the existing disabled parking bay on Alpine Street, located near the current junction. However, the signalised pedestrian crossing—already scheduled for replacement—could be relocated and changed to a zebra crossing, entering directly into the newly created pedestrian zone around the war memorial. This would allow for new disabled parking bays to be installed on the High Street itself, near the former crossing point—placing them at the heart of the town centre, adjacent to shops, services, and the new public space. This approach not only preserves accessible parking but improves its location, while unlocking a more coherent and inclusive layout for all users.



Proposed Changes to Alpine Street/High Street junction



Alpine Street junction



Alpine Street junction after modification to increase pedestrian space.

Business Access and Delivery Considerations

The proposed changes would be developed in consultation with surrounding businesses to ensure continued access and operational ease. Based on current delivery patterns, the redesign of the Alpine Street junction and the creation of a pedestrian area around the War Memorial are not expected to significantly affect existing delivery arrangements:

- The Spar and Kings Arms Hotel typically receive deliveries via Alpine Street, which remains outside the proposed pedestrian zone.

- The Co-op receives deliveries further along the High Street, beyond the entrance to the Kings Arms car park—effectively marking the boundary of the proposed pedestrian area.

While the junction itself is not currently used for direct deliveries, it will be important to confirm these patterns through engagement with local businesses. The aim is to enhance the public realm and accessibility while maintaining the practical needs of traders and service providers. With thoughtful design and dialogue, the proposal can support both a more welcoming town centre and the day-to-day operations of local businesses.

How does this proposal align with NPF4

This proposal aligns with several key policies in Scotland’s National Planning Framework 4 (NPF4), reinforcing its strategic fit within national planning priorities:

- **Policy 2 – Climate Mitigation and Adaptation:** Supports development that reduces emissions and encourages active travel. Pedestrianisation helps lower car dependency and fosters climate-conscious mobility.
- **Policy 3 – Biodiversity:** Encourages nature-positive places. Curb-free design and widened pedestrian areas offer opportunities for green infrastructure, such as planters and pollinator-friendly landscaping.
- **Policy 6 – Design Quality and Place:** Promotes development that enhances local character and the experience of place. Improving the High Street’s walkability and coherence strengthens Dalbeattie’s identity and appeal.
- **Policy 11 – Town Centres:** Supports investment in town centres to boost economic vitality and community life. Enhancing pedestrian access increases footfall and supports local businesses.
- **Policy 27 – Sustainable Transport:** Advocates for pedestrian-friendly environments and active travel networks. This proposal directly supports safer, more inclusive transport infrastructure.
- **Policy 30 – Urban Design:** Encourages placemaking that improves connectivity, safety, and social interaction. Modifying the Alpine Street junction and removing curbs aligns with this goal.

These policies collectively support the creation of a more accessible, vibrant, and sustainable High Street—one that reflects community priorities and national planning ambitions. NPF4 advocates for walkability and active travel, meaning pedestrianisation can serve as a safe and accessible route, linking homes, businesses, and public spaces while fostering a stronger sense of community.

Other Supporting Legislation and Best Practices

Beyond NPF4, pedestrianisation and curb-free design are recognised in Scottish planning guidance and urban development strategies. The following frameworks provide additional support:

- **Designing Streets: A Policy Statement for Scotland (2010):** Encouraging pedestrian-friendly layouts that prioritise accessibility.
- **The Roads (Scotland) Act 1984:** Allowing flexibility in street design to accommodate modern urban planning approaches.
- **The Pedestrian Pound Report:** Demonstrating that pedestrian-friendly streets increase footfall and boost local business activity.

Conclusion and Recommendations

Removing curbs and pedestrianising part of Dalbeattie High Street presents an opportunity to enhance accessibility, improve pedestrian safety, and support local businesses. This approach aligns with NPF4 policies, community priorities, and national planning guidance, ensuring future developments contribute to a thriving, well-connected, and environmentally responsible town.

Proposal: Increasing Smaller Residential Units in Dalbeattie

Proposal Overview

This proposal advocates for the development of smaller housing units in Dalbeattie to create a more accessible housing market for younger residents, workers, and first-time renters and purchasers. By increasing the availability of affordable, well-located flats and compact homes, the town can support economic sustainability, workforce retention, and community growth.

Community Support and Survey Findings

The Dalbeattie Community Council Survey highlights strong support for housing accessibility, with a very high confidence level of 95% across key themes. Residents consistently express concern about the limited availability of rental options.

In Phase 2 of the consultation, many younger residents cited their frustration at the lack of smaller rental units in Dalbeattie, identifying this as a major reason why friends had moved away from the town.

As seen in the data provided by the 2022 Scottish Census, the existing housing stock, compared to the national average, is shown below:

| Type of accommodation | All occupied households | Whole house or bungalow: Total | Flat, maisonette or apartment: Total |
|-----------------------|-------------------------|--------------------------------|--------------------------------------|
| Dalbeattie | 2114 | 1847 | 267 |
| | | Percentage of flats | 13% |
| | | Percentage of whole house | 87% |

| Type of accommodation | All occupied households | Whole house or bungalow: Total | Flat, maisonette or apartment: Total |
|-----------------------|-------------------------|--------------------------------|--------------------------------------|
| Country | | | |
| Scotland | 2509269 | 1642782 | 862395 |
| | | Percentage of flats | 34% |
| | | Percentage of whole house | 65% |

As shown above, Dalbeattie has less than half of the national average of flats, maisonettes and apartments compared to the Scottish national average (13% vs 34%). This disparity further demonstrates the need for suitable rental/first time buyer housing in the area.

Smaller housing units can be delivered flexibly through infill development, mixed-tenure schemes, or adaptive reuse of existing buildings. They support inclusive

communities, reduce housing pressure on young adults and key workers, and align with Dalbeattie's Place Plan ambitions. Embedding this approach in future planning policy and site allocations will ensure long-term housing resilience and community wellbeing.

Alignment with National Planning Framework 4 (NPF4)

The proposal aligns with NPF4's emphasis on housing accessibility, affordability, and sustainable development. Key policies that support the expansion of smaller rental units include:

- **Policy 16 – Quality Homes:** Encouraging diverse housing options that meet the needs of different demographics, including younger residents.
- **Policy 27 – Sustainable Transport:** Supporting well-located housing that enables residents to access employment, services, and amenities without reliance on cars.
- **Policy 30 – Urban Design:** Promoting mixed-use developments that integrate housing, business, and community spaces.

NPF4 advocates for affordable and accessible housing, meaning that increasing smaller rental units can help retain younger residents, support local businesses, and strengthen the town's economy.

Supporting Legislation and Best Practices

Beyond NPF4, the expansion of smaller rental units is supported by **Scottish housing policies** and urban development strategies. The following frameworks provide additional backing:

- **The Housing (Scotland) Act 1987:** Ensuring housing developments meet accessibility and affordability standards.
- **The Scottish Government's Affordable Housing Supply Programme:** Supporting initiatives that increase rental availability for lower-income and younger residents.
- **Local Authority Housing Strategies:** Encouraging mixed-tenure developments that balance homeownership with rental opportunities.

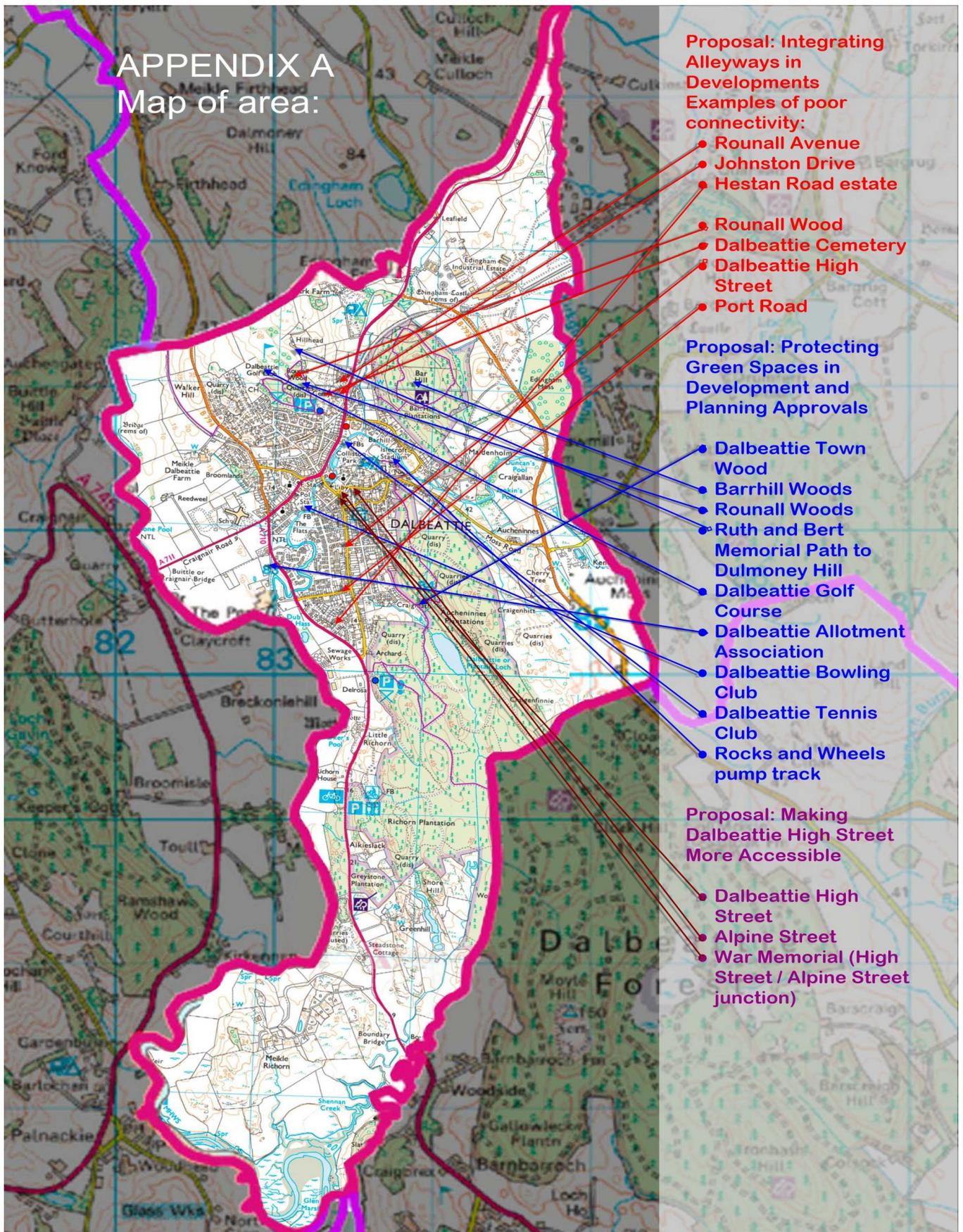
These frameworks reinforce the case for smaller, well-located housing units as a key component of sustainable and inclusive growth in towns like Dalbeattie.

Conclusion and Recommendations

Redressing the housing balance in Dalbeattie by increasing the supply of smaller units presents an opportunity to enhance housing accessibility, support younger residents, and strengthen the local economy. This approach aligns with NPF4 policies, community priorities, and national housing strategies, ensuring future developments contribute to a thriving, well-connected, and sustainable town.

As shown in the 2022 Scottish Census, Dalbeattie has significantly fewer flats and apartments than the national average—just 13% compared to Scotland’s 34%. This disparity highlights the need for a more inclusive and diversified housing stock, not only for renters but also for first-time buyers and downsizers. A spatial review of housing types and potential development sites could help identify opportunities to rebalance provision and improve accessibility across the town.

Appendix A: Boundary



Appendix B: Dalbeattie Community Council Residents' Survey:

1. What is your postcode?
2. What is your age?
3. What is your gender? (This is only to ensure responses are representative of Dalbeattie's demographic.)
4. What do you like most about Dalbeattie?
5. What is Dalbeattie's biggest strength?
6. How easy is it to move around Dalbeattie? (Rated from 1 to 7)
7. What is good about how easy it is to move around Dalbeattie?
8. What could be made better in the future about how easy it is to move around Dalbeattie?
9. How good is public transport to and from Dalbeattie? (Rated from 1 to 7)
10. What is good now about public transport to and from Dalbeattie?
11. What could be made better in the future about public transport to and from Dalbeattie?
12. To what extent do traffic and parking affect mobility in Dalbeattie? (Rated from 1 to 7)
13. What is good now about traffic and parking in Dalbeattie?
14. What could be made better in the future about traffic and parking in Dalbeattie?
15. How would you rate the buildings, streets, and public spaces in Dalbeattie? (Rated from 1 to 7)
16. What is good now about the buildings, streets, and public spaces in Dalbeattie?
17. What could be made better in the future about the buildings, streets, and public spaces in Dalbeattie?
18. How easy is it for you to regularly enjoy natural spaces in Dalbeattie? (Rated from 1 to 7)
19. What is good now about enjoying natural spaces in Dalbeattie?
20. What could be made better in the future about enjoying natural spaces in Dalbeattie?
21. How good are the spaces and opportunities for play and recreation in Dalbeattie? (Rated from 1 to 7)

22. What is good now about the spaces and opportunities for play and recreation in Dalbeattie?
23. What could be made better in the future about the spaces and opportunities for play and recreation in Dalbeattie?
24. How well do facilities and services in Dalbeattie meet your needs? (Rated from 1 to 7)
25. What is good now about facilities and services in Dalbeattie?
26. What could be made better in the future about facilities and services in Dalbeattie?
27. How active is the local economy in Dalbeattie, and are there good opportunities for work, volunteering, and training? (Rated from 1 to 7)
28. What is good now about the local economy and opportunities for work, volunteering, and training in Dalbeattie?
29. What could be made better in the future about the local economy and opportunities for work, volunteering, and training in Dalbeattie?
30. How well do the homes in Dalbeattie meet the needs of the community? (Rated from 1 to 7)
31. What is good now about the homes in Dalbeattie?
32. What could be made better in the future about the homes in Dalbeattie?
33. How good is the range of opportunities for meeting and spending time with other people? (Rated from 1 to 7)
34. What is good now about the opportunities for meeting and spending time with other people?
35. What could be made better in the future about the opportunities for meeting and spending time with other people?
36. To what extent does Dalbeattie have a positive identity that supports a strong sense of belonging? (Rated from 1 to 7)
37. What is good now about Dalbeattie's identity and sense of belonging?
38. What could be made better in the future about Dalbeattie's identity and sense of belonging?
39. How safe does Dalbeattie make you feel? (Rated from 1 to 7)
40. What is good now about safety in Dalbeattie?
41. What could be made better in the future about safety in Dalbeattie?

42. How well is Dalbeattie looked after and cared for? (Rated from 1 to 7)
43. What is good now about how well Dalbeattie is looked after and cared for?
44. What could be made better in the future about how well Dalbeattie is looked after and cared for?
45. How well are you listened to and included in decision-making when things happen in Dalbeattie? (Rated from 1 to 7)
46. What is good now about how well you are listened to and included in decision-making?
47. What could be made better in the future about how well you are listened to and included in decision-making?
48. Rank these in order of importance (Healthcare services, Local businesses, Job opportunities, Safety, Education, Environmental quality, Public spaces, Amenities, Housing, Tourism).
49. What would you like to see in Dalbeattie in 10 years that is not there now
50. What would you be sad to lose in Dalbeattie in 10 years?

Appendix C: Consultation

Dalbeattie Place Plan was published on the 16th November 2025 on the Dalbeattie Community Council website and circulated, including to surrounding community councils and Dumfries and Galloway Councillors, requesting comments.

Please note Colvend & Southwick Community Council is the only active neighbouring community council. All other adjoining areas do not have active community councils, and therefore no statutory body existed to notify this was the email sent to them on 17th Nov 2025:

“After extensive community engagement and drafting, Dalbeattie Community Council has prepared its draft Local Place Plan. Before submission to Dumfries & Galloway Council, we are consulting with neighbouring community councils to ensure there is no conflict with your plans or aspirations.

We would be grateful if you could review the attached draft and let us know by 15 December 2025 whether you have any comments or concerns.

Many thanks in advance for your time and consideration.

Best regards,

Edward

Dalbeattie Community Council”

There was a public display of the Dalbeattie Local Place Plan before and after the Dalbeattie Community Council meeting on the 8th December 2025. At this meeting, it was suggested that there should be a dedicated public display of the Local Place Plan, and this took place on the 12th January 2026 from 6–8pm at Dalbeattie Town Hall.

Feedback has been positive, and two emails were received:

Councillor Kim Lowe:

Lowe, Kim <Kim.Lowe@dumgal.gov.uk>

Mon, Nov 17, 2025, 2:31 PM

to me

Hello Edward, first can I praise the Community Council for the effort put into the Dalbeattie Place Plan. I appreciate the focus on accessibility of payments and the main shopping area, we don't even have clearly identified funds for dropped kerbs within the £20m investment being made by the Council, despite numerous questions from myself and other members. It's frustrating the people who park on the widened pavement outside Coop designed to help people cross the road on foot.

Just one consodetation. p.22, the design for the market cross area. A number of issues here which will have an impact:

Access to Rocks and Wheels and the width of the roads leading up to it, Alpine Street is one such route. There should be no parking or deliveries only to the shops before the roundabout by the Care Home.

As it stands there is an order under discussion to remove parking spaces near the current crossing as it breaches the design rules for a new crossing, and space allocated for a Blue Badge Space would be No Parking as a result. This Place Plan design takes out that difficulty and would support the businesses needing deliveries in the space behind the moved Blue Badge space. It solves a potential challenge.

Out of interest, Coop are keen to have a bigger store because of needing so many deliveries but there is no land outside the SEPA flood area which can be developed, and the one area they have tried for floods and no planning would ever get through.

You will also be aware of the forthcoming Decriminalisation of Parking Enforcement (DPE) (in progress at Scottish Government level) and 20mph speed limits which will affect traffic flow to help pedestrians. We are also about to approve blanket orders to actively fine drivers parking in Blue Badge spaces without a blue badge and will be doing the same for pavement parking enforcement. There will be community consultation for DPE and other parking changes.

Gordon M. Webster, Secretary, Colvend & Southwick Community Council

secretary@colvendcommunity.co.uk

Thu, Dec 4, 2025, 4:03 PM

to me

Good afternoon Edward,

The Dalbeattie LPP was received by Simon Pain and duly circulated to the CC.

From the feedback received, there are no points of concern from our area's perspective in this LPP.

One general comment;

Parking

The proposed new pedestrian area is a parking 'hot zone' usually for the Co-op, often with double parked cars causing flow issues. With this area removed what impact is this going to have on the surrounding area. The nearest off road official car park is small and frequently full so likely further illegal street parking is going to increase.

References and Supporting Material

Designing Streets

<https://www.gov.scot/publications/designing-streets-policy-statement-scotland/>

Affordable Housing Supply Programme

<https://www.gov.scot/policies/more-homes/affordable-housing-supply/>

Scottish Biodiversity Delivery Plan 2024–2030

<https://www.gov.scot/publications/scottish-biodiversity-delivery-plan-20242030/>

The Place Principle

<https://www.gov.scot/publications/place-principle-introduction/>

Community-Led Alleyway Transformation Initiatives

- Groundwork Greater Manchester – How to Green Your Alleyway
<https://www.groundwork.org.uk/greatermanchester/gm-get-support/creating-greener-stronger-neighbourhoods-gm/how-to-green-your-alleyway/>
- Keep Wales Tidy – Transforming Back Alleyways (PDF Guidance)
<https://keepwalestidy.cymru/car-u-cymru/wp-content/uploads/sites/3/2023/04/Transforming-back-alleyways-into-community-spaces-guidance-1.pdf>
- Cirencester – Community Revitalises Argos Alleyway
<https://news.cotswold.gov.uk/news/community-unites-to-revitalise-argos-alleyway-a-safer-greener-space-for-cirencester>
- In Our Nature (Manchester) – How to Green Your Alleyway
<https://www.inournature.uk/tips/how-to-green-your-alleyway>
- Blackpool Council – Adopt an Alleyway Scheme
<https://www.blackpool.gov.uk/Your-Council/Community-rights/Transform-your-alleyways/Adopt-an-alleyway.aspx>
- Groundwork Greater Manchester – Eco-Streets Case Study
<https://www.groundwork.org.uk/greatermanchester/gm-about/our-impact-gm/case-study-eco-streets/>

Pedestrian Pound Report

<https://www.livingstreets.org.uk/media/2t0hyzcm/pedestrian-pound-2018.pdf>

Legislation

- Town and Country Planning (Scotland) Act 1997
<https://www.legislation.gov.uk/ukpga/1997/8/contents>
- Planning (Scotland) Act 2019
<https://www.legislation.gov.uk/asp/2019/13/contents>

- Equality Act 2010
<https://www.legislation.gov.uk/ukpga/2010/15/contents>
- Roads (Scotland) Act 1984
<https://www.legislation.gov.uk/ukpga/1984/54/contents>
- Housing (Scotland) Act 1987
<https://www.legislation.gov.uk/ukpga/1987/26/contents>
- Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021
<https://www.legislation.gov.uk/ssi/2021/353/contents/made>