



Agenda

Planning Committee

Date: Wednesday, 14 November 2018

Time: 10.00

Venue: Civic Space,
Council Offices, 16 Church Street, Dumbarton

Contact: Craig Stewart, Committee Officer
Tel: 01389 737251, craig.stewart@west-dunbarton.gov.uk

Dear Member

Please attend a meeting of the **Planning Committee** as detailed above. The business is shown on the attached agenda.

Yours faithfully

JOYCE WHITE

Chief Executive

Distribution:-

Councillor Jim Finn (Chair)
Bailie Denis Agnew
Councillor Jim Brown
Councillor Gail Casey
Councillor Karen Conaghan
Councillor Diane Docherty (Vice Chair)
Councillor Douglas McAllister
Councillor Marie McNair
Councillor John Mooney
Councillor Lawrence O'Neill

All other Councillors for information

Date of Issue: 1 November 2018

PLANNING COMMITTEE

WEDNESDAY, 14 NOVEMBER 2018

AGENDA

1 APOLOGIES

2 DECLARATIONS OF INTEREST

Members are invited to declare if they have an interest in any of the items of business on this agenda and the reasons for such declarations.

3 MINUTES OF PREVIOUS MEETING 5 – 9

Submit for approval as a correct record, the Minutes of Meeting of the Planning Committee held on 10 October 2018.

4 NOTES OF VISITATIONS 11 – 12

Submit, for information, Notes of Visitations carried out on:-

- (a) 8 October 2018; and
- (b) 22 October 2018.

5 OPEN FORUM

The Committee is asked to note that no open forum questions have been submitted by members of the public.

6 PLANNING APPLICATIONS

Submit reports by the Strategic Lead – Regulatory in respect of the following planning applications:-

Continued Application

- (a) DC18/033 – Carriageway and footway realignment/resurfacing and public realm works to improve pedestrian and cycle routes/crossings, bus routes and civic spaces at Dumbarton Road and Glasgow Road, Clydebank by West Dunbartonshire Council.

13 – 28

New Applications

- (b) DC18/035 – Erection of a 126 unit housing development consisting of townhouses, bungalows and flatted properties with associated roadways, parking and landscaping on the former St Andrew's Secondary School Site, North Douglas Street, Clydebank by West Dunbartonshire Council.

29 – 44

- (c) DC18/171 – Change of use from industrial unit to form dog care/training centre facility at Unit 13, Block 2 Vale of Leven Industrial Estate, Dumbarton by Miss Heather Maclean.

45 – 52

PLANNING COMMITTEE

At a Meeting of the Planning Committee held in the Council Chamber, Clydebank Town Hall, Dumbarton Road, Clydebank on Wednesday, 10 October 2018 at 10.00 a.m.

Present: Bailie Denis Agnew and Councillors Jim Brown, Karen Conaghan, Diane Docherty and John Mooney.

Attending: Pamela Clifford, Planning and Building Standards Manager; Erin Goldie, Team Leader – Development Management; Bernard Darroch, Lead Planning Officer; John Walker, Assistant Engineering Officer (Roads); Pat Hoey, Service Co-ordinator, Environmental Health; Nigel Ettles, Section Head – Litigation and Craig Stewart, Committee Officer.

Apologies: Apologies for absence were intimated on behalf of Councillors Gail Casey, Jim Finn, Douglas McAllister, Marie McNair and Lawrence O'Neill.

Councillor Diane Docherty in the Chair

DECLARATIONS OF INTEREST

Bailie Agnew declared a non-financial interest in Item 6(a) on the agenda, 'DC18/137 - Formation of a sports pitch, including resurfacing, fencing, landscaping and installation of lighting at Cornock Street, Clydebank by West Dunbartonshire Council' and having explained the circumstances and taken advice from the Legal Officer, advised that he would remain in the meeting and take part in the decision in relation to this item.

MINUTES OF PREVIOUS MEETING

The Minutes of Meeting of the Planning Committee held on 19 September 2018 were submitted and approved as a correct record.

NOTE OF VISITATION

A Note of Visitation carried out on 18 September 2018, a copy of which forms Appendix 1 hereto, was submitted and noted.

OPEN FORUM

The Committee noted that no open forum questions had been submitted by members of the public.

PLANNING APPLICATIONS

Reports were submitted by the Strategic Lead – Regulatory in respect of the following planning applications:-

- (a) **DC18/137 – Formation of a sports pitch, including resurfacing, fencing, landscaping and installation of lighting at Cornock Street, Clydebank by West Dunbartonshire Council.**

Reference was made to a site visit which had been undertaken in respect of the above application. The Team Leader – Development Management was heard in further explanation of the report.

The Chair then invited Mr Craig Edwards, Mr Alan McMullen (applicant) and Mr Rikki Wilson to address the Committee, and all were heard in support of the application.

After discussion and having heard the Team Leader – Development Management in further explanation and in answer to Members' questions, the Committee agreed to grant planning permission subject to the conditions set out in Section 9 of the report, as detailed within Appendix 2 hereto.

- (b) **DC18/177 – Change of use of units 3 and 4 (from Class 1 retail and Class 10 Education facility) to Class 11 leisure facility at 32 High Street, Dumbarton by Energie Scotland.**

The Planning and Building Standards Manager was heard in further explanation of the report. The Committee agreed to grant planning permission subject to the conditions set out in Section 9 of the report, as detailed within Appendix 2 hereto.

- (c) **DC18/162 - Removal of existing 15m telecommunications monopole mast, installation of replacement 17.58m monopole mast, 2 in number 0.6m diameter dishes and ancillary equipment cabinet at Argyll Road, Clydebank by MBNL on behalf of EE Limited and HG3 Limited.**

The Planning and Building Standards Manager was heard in further explanation of the report. The Committee agreed to grant planning permission subject to the conditions set out in Section 9 of the report, as detailed within Appendix 2 hereto.

The meeting closed at 10.48 a.m.

PLANNING COMMITTEE

NOTE OF VISITATION – 18 SEPTEMBER 2018

Present: Councillors Jim Brown, Karen Conaghan, Caroline McAllister and Marie McNair.

Attending: Erin Goldie, Team Leader – Development Management.

SITE VISIT

A site visit was undertaken in connection with the undernoted planning applications:-

Former United Reform Church, Leven Street, Dumbarton

DC16/175: Conversion and extension to former church to form 10 dwellings with associated alterations and parking.

DC17/092: Conversion and extension to former church (listed building) into residential use with associated alterations and parking at Former United Reformed Church, Leven Street, Dumbarton by Mr Paul Wilson.

DC18/137 – Formation of a sports pitch, including resurfacing, fencing, landscaping and installation of lighting at Cornock Street, Clydebank by West Dunbartonshire Council.

GRANT planning permission subject to the following conditions:-

1. Prior to the commencement of works, full details of all hard surfaces shall be submitted for the further written approval of the Planning Authority. The hard surfaces shall thereafter be completed in accordance with the approved details prior to the facility being made available for use.
2. The floodlighting to be erected on site shall be switched off at 8pm on a daily basis.
3. No development shall take place on site until such time as details (including specific luminaire and lamp type; beam control; wattage; the use of reflectors; baffles; louvers; cowling; lux contours/distribution diagrams and columns types/colours) of the floodlights have been submitted to and approved in writing by the Planning Authority. The floodlights shall then be implemented in accordance with the approved details and shall be maintained in this condition. Any subsequent changes to their position or specification shall be subject to the prior written approval of the Planning Authority.
4. Prior to the commencement of works on site, full details of the design and location of two cycle racks shall be submitted for the further written approval of the Planning Authority. The development shall thereafter be completed in accordance with the approved details prior to the facility being made available for use.
5. No development shall take place until full details of landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at <https://www.aoa.org.uk/>). These details shall include the species, number and spacing of trees and shrubs. No subsequent alterations to the approved landscaping scheme shall take place unless submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The scheme shall thereafter be implemented as approved prior to the facility being made available for use.

DC18/177 – Change of use of units 3 and 4 (from Class 1 retail and Class 10 Education facility) to Class 11 leisure facility at 32 High Street, Dumbarton by Energie Scotland.

GRANT planning permission subject to the following condition:-

Notwithstanding the Town and Country Planning (Use Classes) (Scotland) Order 1997, prior written consent of the Planning Authority will require to be sought for any change of use of unit 3 or 4 from a gym.

DC18/162 – Removal of existing 15m telecommunications monopole mast, installation of replacement 17.58m monopole mast, 2 in number 0.6m diameter dishes and ancillary equipment cabinet at Argyll Road, Clydebank by MBNL on behalf of EE Limited and HG3 Limited.

GRANT full planning permission subject to the following conditions:-

1. Prior to commencement of works details of the colour/finish to be applied to all elements of the approved development shall be submitted to and approved in writing by the Planning Authority, and the development shall thereafter be implemented as approved.
2. The proposed mast and associated equipment cabinets shall be removed when these are no longer operational, and the site shall then be reinstated to its former condition.
3. The existing mast shall be removed and the ground reinstated within 2 week of mast hereby permitted becoming operational.

PLANNING COMMITTEE

NOTE OF VISITATIONS – 8 OCTOBER 2018

Present: Bailie Denis Agnew.

Attending: Erin Goldie, Team Leader – Development Management.

SITE VISITS

Site visits were undertaken in connection with the undernoted planning applications:-

(1) Cornock Street, Clydebank

DC18/137 – Refurbishment and upgrade of playing field and associated works at Cornock Street, Clydebank by WDC.

(2) 32 High Street, Dumbarton

DC18/177 – Change of use of units 3 and 4 (from Class 1 retail and Class 10 Education facility) to Class 11 leisure facility at 32 High Street, Dumbarton by Energie Scotland.

PLANNING COMMITTEE

NOTE OF VISITATION – 22 OCTOBER 2018

Present: Bailie Denis Agnew and Councillors Jim Brown, Diane Docherty and Marie McNair.

Attending: Pamela Clifford, Planning and Building Standards Manager; Erin Goldie, Team Leader – Development Management and Raymond Walsh, Roads & Transportation Manager.

SITE VISIT – KIRKINTILLOCH TOWN CENTRE

A site visit to Cowgate, Kirkintilloch was undertaken in connection with the undernoted planning application:-

Dumbarton Road and Glasgow Road, Clydebank

DC18/033 – Carriageway and footway realignment/resurfacing and public realm works to improve pedestrian and cycle routes/crossings, bus routes and civic spaces by West Dunbartonshire Council.

WEST DUNBARTONSHIRE COUNCIL

Report by Strategic Lead - Regulatory

Planning Committee: 14 November 2018

DC18/033 **Carriageway and footway realignment/resurfacing and public realm works to improve pedestrian and cycle routes/crossings, bus routes and civic spaces at Dumbarton Road and Glasgow Road, Clydebank by West Dunbartonshire Council**

1. Purpose

- 1.1** To provide the Committee with an update following continuation of the above planning application at the August Planning Committee.

2. Recommendations

- 2.1** That the Committee **Grant** full planning permission subject to the conditions set out in Section 9 of Appendix 1 of the committee report, and the following additional conditions:
- 'Button by Neatebox System' shall be installed at all controlled crossing points throughout the development and shall be operational at the same time as the controlled crossing points are brought into use. The 'Button by Neateboxes' shall thereafter be retained in an operational manner at all times.
 - Unless otherwise agreed in writing, no development shall commence on site until such time as details of the bench to be installed at the top of the tapered steps next to the Town Hall entrance on Hall Street have been submitted to and approved in writing by the Planning Authority, and thereafter the bench shall be installed at the same time as the works are undertaken on Hall Street.
 - Notwithstanding the submitted details, unless otherwise agreed in writing, no development shall commence on site until such time as details of the directional tactile paving to be used on Hall Street have been submitted to and approved in writing by the Planning Authority, and thereafter the paving shall be installed as approved.
 - On completion of the development a monitoring scheme including a methodology statement to be agreed with the Planning Authority shall be undertaken to ascertain whether the development raises any issues for users and specifically those with disabilities and individuals living with dementia. The findings of the monitoring scheme and any actions identified shall be submitted in a report to the Planning Authority eighteen months from the streetscape being brought into use and any actions arising shall be implemented in a timescale agreed with the Planning Authority.

3. Background

- 3.1** The above application was presented to the August Planning Committee and a copy of the report is contained in Appendix 1. The Committee agreed to continue consideration of the application to enable further analysis to be undertaken of the points /issues raised and to allow site visits to be carried out to locations where similar streetscape/enhancement schemes have taken place to help inform matters.

4. Main Issues

- 4.1** The application was subject to a hearing at the August Planning Committee and the Royal Institute of Blind People Scotland (RNIB), National Federation of the Blind UK (NFBUK) Scotland and Parkhall, North Kilbowie and Central Community Council raised their concerns which were detailed in the report. The applicant and West Dunbartonshire Access Panel spoke in support of the application with the Access Panel supporting the use of raised tables as they provide a level crossing which makes it easier for wheelchair users and those with restricted mobility to cross the road. The main concerns for the RNIB and NFBUK centred around the use of raised tables to provide level crossings as this does not assist some long cane users whose vision is impaired and who tend to use the dropped kerb detail at crossings to identify the beginning and end of the crossing, and therefore by removing this detail it would be difficult for visually impaired persons to identify where the crossing is located and orientate themselves accordingly. Concerns were also relating to the proposed tapered steps at the Town Hall entrance and the use of predominantly flush kerbing on Hall Street.
- 4.2** Since the Committee, advice has been sought from an Inclusive Design adviser who is also a Panellist for the Place and Design Panel. She has extensive inclusive design and accessibility experience both in Scotland and in a national context. A meeting was held with the applicant, Planning Officers and the Inclusive Design adviser regarding the concerns raised by organisations representing blind and visually impaired individuals. Following this meeting further reasonable adjustments and changes have been incorporated within the proposed scheme:
- Greater definition of pedestrian crossing areas through the use of studs and a contrasting material. This will help visually impaired pedestrians to easily identify when they are at a crossing, replacing the need for a dropped kerb.
 - 'Button by Neatebox systems' will be installed at the controlled crossing points where Dumbarton Road meets Miller Street and Kilbowie Road, and where Glasgow Road meets Hume Street. These will allow pedestrians, through use of a free app, to use their mobile phone or smart watch to activate the pedestrian crossing without pressing the

button, giving them more time to focus on their orientation and to cross the road.

- A curved bench to be installed at the top of the tapered steps next to the Town Hall entrance which will provide an intervention thus removing a potential barrier and possible trip hazard.
- On Hall Street, where the kerbs are already either very low or flush with the road, it is intended to strengthen the kerb line through the use of directional tactile paving. In addition to this the pavement and road will be finished with surfaces that contrast in texture and tone, which will assist those who are partially sighted.

4.3 The Committee also requested that a site visit to be carried out to locations where similar streetscape/enhancement schemes have taken place to help inform matters. It was suggested at the Committee that a visit take place to Kirkintilloch town centre which had recently undergone streetscape improvements albeit different from what was proposed within the Connecting Clydebank project. A site visit took place on 22nd October whereby officers from East Dunbartonshire Council gave a short presentation of the background to the streetscape works and there was a walkabout to view the works that had been undertaken. It was acknowledged that the works were slightly different from what is being proposed in Clydebank however they did provide an overall context as they had brought visual improvement to the town centre however there were still issues which required resolution. The streetscape works are being carefully monitored by East Dunbartonshire Council to address issues which arise from the local community, businesses and from disability groups.

4.4 The proposed changes detailed in Section 4.2 will improve the streetscape scheme and will allow safe and ease of access for all pedestrians whilst addressing previous issues raised by visually impaired users. It is recommended that the changes proposed in Section 4.2 are attached as additional conditions to the permission which includes a scheme for the ongoing monitoring of the works associated with 'Connecting Clydebank' to ensure that any issues for users, specifically those with disabilities including individuals living with dementia, are identified and addressed where possible.

4.5 The proposed streetscape works will provide an attractive environment for pedestrians and cyclists, providing a gateway to the Queens Quay area whilst providing an enhanced high quality civic area and improving linkages with Clydebank Town Centre.

5. People Implications

5.1 There are no personnel issues associated with this report.

6. Financial and Procurement Implications

6.1 There are no financial or procurement implications.

7. Risk Analysis

7.1 There are no known risks to the Council.

8. Equalities Impact Assessment (EIA)

8.1 An Equalities Impact Assessment was carried out by the applicant as part of the public consultation and design process prior to the submission of the planning application. A further EIA has since been carried out by the Planning Service which also takes into account the changes made to the scheme and recommends that the scheme is introduced as it would have a wide range of positive impacts. Reasonable adjustments have been made to mitigate potential negative impacts.

9. Consultation

9.1 No additional public consultation was undertaken following continuation of this application by the Planning Committee.

12. Strategic Assessment

12.1 The proposal fully supports the Council's strategic priorities.

Peter Hessett
Strategic Lead, Regulatory
Date: 31st October 2018

Person to Contact: Pamela Clifford, Planning & Building Standards Manager
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Appendix 1: Committee Report DC18/033

Background Papers:

1. Application forms and plans;
2. Consultation responses;
3. West Dunbartonshire Local Plan 2010;
4. West Dunbartonshire Local Development Plan Proposed Plan;
West Dunbartonshire Proposed Local Development Plan 2, 2018;
5. Representations;
6. Equalities Impact Assessment
7. Clydebank Charrette Report

Wards Affected: Ward 6 (Clydebank Waterfront)

WEST DUNBARTONSHIRE COUNCIL

Report by Strategic Lead – Regulatory

Planning Committee: 29 August 2018

DC18/033 Carriageway and footway realignment/resurfacing and public realm works to improve pedestrian and cycle routes/crossings, bus routes and civic spaces at Dumbarton Road and Glasgow Road, Clydebank by West Dunbartonshire Council

1. REASON FOR REPORT

- 1.1** This application relates to a proposal which is subject to objection and raises issues of local significance and under the terms of the approved Scheme of Delegation it therefore requires to be determined by the Planning Committee.

2. RECOMMENDATION

- 2.1** **Grant** planning permission, subject to the conditions set out in Section 9.

3. DEVELOPMENT DETAILS

- 3.1** The application relates to a section of Dumbarton Road/Glasgow Road (A814) within Clydebank town centre. The site extends approximately 500 metres from slightly beyond Miller Street in the west to just before the junction with Argyll Road in the east. The site also includes part of Hall Street, Hume Street, Miller Street and Kilbowie Road. The A814 road is a key arterial route through Clydebank connecting the town to Glasgow and Dumbarton.
- 3.2** ‘Connecting Clydebank’ is a project born out of the community consultation that took place through the Clydebank Charrette in 2015. One of the actions from the final charrette report is the improvement of the public realm and connectivity along the A814. Dumbarton Road was viewed as cutting off the Town Centre from the Queens Quay waterfront area and that enhancement of pedestrian and cycle connectivity across the road and improvements to public realm would maximise the success of both Queens Quay and town centre regeneration initiatives. The area covered by the Connecting Clydebank project acts as a gateway to the Queens Quay site for pedestrians and cyclists. It will connect to Titan Boulevard, a key pedestrian and cycle route leading down to the Titan Crane and the basin area- the heart of Queens Quay where high quality design and materials will be used to create a distinctive and attractive urban environment. Along the Boulevard and at the head of the basin will be the health and care centre, housing and the care home. Improvements to Hall Street are also proposed in which the listed

Clydebank Town Hall is located. This will also be an important pedestrian route to the Queens Quay site.

- 3.3** The works proposed will involve forming a number of new raised table crossings, widening of footways/ narrowing of the carriageway, the formation of parking bays and resurfacing. A new controlled crossing with raised table will be formed on Dumbarton Road at the Miller Street and Hall Street junctions and a raised table will be formed at the existing controlled crossing point on Glasgow Road where it meets Hume Street. A smaller raised table will also be formed on Bruce Street where it joins onto Dumbarton Road. These works will permit promotion of new Traffic Regulation Orders including a 20mph speed limit creating a safer environment for pedestrians and cyclists and changes to parking/loading restrictions.
- 3.4** Hall Street carriageway will be raised to the level of the adjoining raised table on Dumbarton Road and will be re-surfaced with granite setts. The footway in front of the Town Hall entrance on Hall Street will be widened in a semi-circular design with a gentle slope to allow level access and the footway in front of the town hall adjacent to Dumbarton Road will be widened and finished with granite slabs. The existing bus stop in front of the Clydebank Town Hall will be relocated to in front of the library. A new bus stop will be introduced at Wallace Street to serve the recently approved health centre and other uses at Queens Quay. Other bus stops will remain unchanged.
- 3.5** On-street parking spaces, including disabled parking bays, will be provided on Hall Street in front of the Town Hall entrance and in front of the existing flats. Layby parking will also be provided parallel to Dumbarton Road/Glasgow Road and will be identified through the use of granite setts.
- 3.6** The existing raised central reservation on the Dumbarton Road section will be removed and replaced with 'porphyry cubes' (a type of stone surfacing material) that will sit flush with the road surface. Street trees will be introduced at various points along the footway and raised planters with black polished granite walling will be positioned along the edge of the footway and down the middle of the road between carriageways. Footways will be widened to provide a more pedestrian focused public realm and although the carriageway will be narrowed there will be the same number of vehicle lanes maintained. Additional seating will also be introduced at the bottom of Kilbowie Road at the junction with Dumbarton Road and also opposite Hume Street at the entrance of the future Titan Boulevard, a key pedestrianised access to Queens Quay. This will complement the existing stainless steel street furniture within the local area. Cycle parking will also be provided at appropriate locations. The proposed works will also incorporate the District Heating System infrastructure for the District Heating System proposed on Queens Quay.
- 3.7** The 'Connecting Clydebank' proposals will link the new infrastructure associated with Queens Quay to National Cycle Route 7 on the Forth & Clyde Canal via Hall Street and Miller Street. It will also allow easy access to Clydebank Station via Titan Boulevard and Hume Street. Essentially Queens

Quay itself will be permeable by bike and this project will facilitate ease of access to the rest of the locality using these links. Queens Quay will also allow easy access to National Cycle Route 7 towards Glasgow using Atlas Street and Clyde Street.

- 3.8** The project is being part funded by Sustrans with the Council having committed £2.3m towards the project from the Council's Regeneration Capital Fund and Sustrans have agreed in principal to award £2m towards the proposals.

4. CONSULTATIONS

- 4.1** West Dunbartonshire Council Roads and Estates and Historic Environment Scotland have no objections to the proposed development
- 4.2** West Dunbartonshire Council Environmental Health Service has no objection to the proposed development subject to standard conditions relating to noise and dust.
- 4.3** West Dunbartonshire Council Regeneration Team has no objection to the proposals and supports improved pedestrian and cycling connections between the Town Centre and the civic buildings on Dumbarton Road and Queens Quay. The proposals will contribute positively to the regeneration of Queens Quay, the quality of the public realm and the amenity of the area.
- 4.4** SPT has no objections subject to conditions relating to the design of the raised tables, a bus test to ensure that the alterations to the Kilbowie Road junction are practical, details of bus stop infrastructure and the requirement for Dumbarton Road/Glasgow Road to remain in operation to buses during the construction period.

5. REPRESENTATIONS

- 5.1** A total of five objections have been received in connection with the application, including from Royal National Institute of Blind People (RNIB) Scotland, National Federation of the Blind UK (NFBUK (Scotland)) and Parkhall, North Kilbowie and Central Community Council. Objections have also been received from two local residents living on Hume Street and Glasgow Road. The points of objection can be summarised as follows.

Pedestrian/ road safety

- Safety concerns relating to cyclists using the footway, particularly for visually impaired/blind and disabled people.
- Cobbles on road will increase risk of accidents as surface is slippery when wet.
- Lack of kerb between the signal crossings making it difficult for blind/visually impaired people. Tactile paving cannot be felt by all visually impaired people

i.e. those with reduced sensitivity in their feet. Proposed tactile paving is used to warn blind people of specific hazards and should not replace the road kerb.

- Shared space design on Hall Street will be unreasonably difficult for blind/VI or disabled people to use.

Traffic

- Works do not address existing congestion problems at junctions and will increase congestion by obstructing traffic flow and slowing ambulances travelling to the Golden Jubilee hospital.
- Works will cause upheaval with no benefit to residents.
- Traffic light sequence at Hume Street is currently too long.
- Missed opportunity to create a gap in central reservation for east-bound traffic to turn right into Bruce Street.

Accessibility

- Some entrances into the Town Hall from Hall Street will still be inaccessible together with the entrances into the shops at 72-88 Dumbarton Road.
- Existing double ramp at art gallery main entrance is to be replaced with tapered steps contrary to existing guidance on accessible outdoor environments.
- Concern over buses being able to deploy ramps

Other matters

- Proposal provides no places where pedestrians may wish to pause.
- Uncertainty over what is required of the road until Queens Quay is developed.
- More disabled parking bays required on Hall Street.
- Proposal does not comply with the Equalities Act 2010.
- Landscaping should include more native species to increase biodiversity.

The concerns raised above are addressed in Section 7 below.

- 5.2** A letter in support of the application has been received from West Dunbartonshire Access Panel, which includes a member of the National Federation of the Blind. They had meetings with the designers of the scheme to discuss the proposals which informed the final design as submitted with the planning application. The Access Panel welcome the use of raised tables at key crossing points as this makes it easier for those in wheelchairs and with reduced mobility to cross the road.

6. ASSESSMENT AGAINST THE DEVELOPMENT PLAN

West Dunbartonshire Local Plan

- 6.1** The application site is located within Clydebank Town Centre. Policy GD1 applies to all developments and outlines that all new development is expected to be of high quality design and to respect the character and amenity of the area in which it is located. Policy BE2 aims to ensure that in relation to any works affecting a listed building or its setting, its appearance character and setting is not adversely affected.

- 6.2** Policy T1 supports measures to provide sustainable transport modes including footpaths, cycle routes and improved access to public transport. Under policy T2 the Council, in conjunction with other interested parties, will identify opportunities for access improvements to the Regeneration Priorities set out in Key Policy RP1, which includes Queens Quay, to link to the existing road network, principal car parks and path networks. Policy T3 states that the Council, in partnership with other agencies, will endeavour to undertake or support Transport Schemes shown in Schedule T3, which includes improving the quality of pedestrian routes in town centres and improvements to cycle route provision. The proposal is considered to comply with the above policies and is discussed further in Section 7 below.

7. ASSESSMENT AGAINST MATERIAL CONSIDERATIONS

- 7.1** West Dunbartonshire Local Development Plan (LDP) Proposed Plan
On 27 April 2016, the Planning Committee took a final decision not to accept the Local Development Plan Examination Report recommended modification in respect of including the Duntiglennan Fields site in Clydebank as a housing development opportunity, and therefore, as a result of the Scottish Ministers' Direction, the Local Development Plan will remain unadopted. All other recommended modifications of the Examination Report have been incorporated into West Dunbartonshire Local Development Plan, which will retain Proposed Plan status. The Council has received legal opinion that the Proposed Plan including the accepted modifications and the Examination Report continue to be a material consideration in the determination of planning applications.
- 7.2** The "Our Changing Place" section of the Plan sets out the Council's strategy for Clydebank Town Centre and Queens Quay. The Town Centre is predominantly characterised by retail uses with support for the evening economy and leisure uses and the desire to improve public transport facilities and accessibility. It supports the application proposals which will improve accessibility for pedestrians and provide an important connection between this part of Clydebank that includes key civic buildings such as the Town Hall and library, and the rest of the Town Centre. The Queens Quay "Changing Place" section supports the regeneration and redevelopment of this important waterfront site and includes improving pedestrian connectivity, accessibility and stronger links with the site and Clydebank Town Centre which the proposals will contribute towards delivering. The aspiration for Queens Quay is about quality in terms of layout, building design, materials and public realm. The proposals are consistent with this aspiration and appropriate for the gateway to Queens Quay.
- 7.3** Design and layout considerations are set out in Policy DS1, which outlines that all development will be expected to contribute towards creating successful places by having regard to the relevant criteria of six qualities – distinctive, adaptable, resource efficient, easy to get to/move around, safe and pleasant and welcoming. Policy BH3 states that development that would affect the special interest, character or setting of a listed building will not be

permitted and that appropriate enhancement of listed buildings will be supported. The proposals are considered to comply with these policy requirements. They will create a distinctive environment with reduced traffic speed and pedestrian focus and will also provide an attractive setting for the listed buildings. In terms of pedestrian safety, this is addressed in the representation section of the report below.

Principle of the works

- 7.4** The main purpose of the works as described in Section 3.2 above is to improve the connectivity between this part of Clydebank and the rest of the town centre and Queens Quay. At present, the A814 at this point acts as a 'barrier' between Queens Quay, the civic buildings on Dumbarton Road including the Town Hall and library and the rest of Clydebank town centre. The reduction in traffic speeds and making the footways wider and more attractive by the use of materials will create an environment that is less focussed on vehicles and more pedestrian and cycle friendly. The proposal has been subject to a detailed traffic assessment and Dumbarton Road will remain a key arterial route connecting Clydebank with Dumbarton and Glasgow. The road will still be able to accommodate the same volume/movement of traffic but at a lower speed which would be irrelevant at peak times. There will still be two lanes in both directions and the road will remain open throughout the works.
- 7.5** As Queens Quay is developed the connectivity between this part of Clydebank and the rest of the town centre will become more important. The works will provide a more attractive setting in the area around the listed buildings i.e. the town hall, library and former fire station, as Clydebank's civic quarter. The use of high quality materials will emphasise the importance of this part of the town centre and will also be durable, which will help with long-term maintenance. Footways throughout the development will be surfaced with granite slabs to tie in with materials used around the town hall and to provide a high quality finish. The use of landscaping has been carefully chosen to soften the hard landscaping. Street trees will include birch and rowan. The low planters at the side of the footway will comprise a 'common box' hedge infilled with herbaceous/sub-shrub plants including flowering varieties. This will add to the attractiveness of the development

Pre-application consultation

- 7.6** Prior to the submission of the planning application, the Council and funding partner Sustrans held a major community consultation event in Clydebank Town Hall on 12 September 2017 to promote and raise awareness of the project within the local community. The event had been well publicised beforehand and was well attended. A further public consultation event was held from 1 to 3 November 2017 at the Council's town centre office in Clydebank. These events were advertised in the local newspaper and through social media, site notices and flyers. The design team also had meetings with Strathclyde Partnership for Transport (SPT), West Dunbartonshire Access Panel and members of the Morrison Memorial Church located at the junction with Dumbarton Road/Hall Street, as well as residents of Hall Street. Comments and concerns raised through the events were

addressed by the design team through the Pre-application Consultation Report. Where possible, the final design as described in paragraphs 7.4 and 7.5 above has been altered to take on board these comments. Key issues raised during the consultation were: parking, cycle provision, and construction and maintenance. Council officers also met separately with NFBUK regarding their concerns and further adjustments to the proposals have been made.

Elected Member Briefing

- 7.7** In November 2017 a meeting was held with members to advise them of a forthcoming planning application for the Connecting Clydebank project and to provide them with an opportunity to highlight any additional issues that they considered the application should address. Members were provided with information on the background to the development, site and development details, relevant planning policies and the main issues to be considered: site context, placemaking and design, cultural and historic value, transportation impacts and impacts on businesses and residents. The main concerns raised by the members were: the re-siting of the bus stop, narrowing of the road and slowing down traffic, removal of the filter lane for buses and integration of cyclists with pedestrians and vehicles.

Response to representations

- 7.8** Section 5 of this report summarises the main points of objection to the proposals and are addressed below.

Pedestrian/ road safety

- 7.9** The main concern raised by the RNIB Scotland and NFBUK was the proposal for footways to become a shared space with cyclists. This was initially proposed to be part of the scheme as a way of encouraging cycling among those who do not feel confident to use the road. However, there was strong concern that encouraging cyclists to use the footway would be dangerous to visually impaired and blind pedestrians who would not expect cyclists to be on the footway. This aspect of the development has therefore been removed from the scheme and a Traffic Regulation Order allowing shared cycle/ pedestrian footways will not be implemented.
- 7.10** The NFBUK has raised concerns that the absence of a kerb between the signal crossings will make it difficult for visually impaired people as they rely on drop kerbs to identify where the pavement ends and the road begins and cannot distinguish coloured or tactile paving. Further to this they have stated that tactile paving cannot be felt by all visually impaired people i.e. those with reduced sensitivity in their feet and that tactile paving is used to warn blind people of specific hazards and should not replace the road kerb. This point has been fully considered by the Councils Roads Service and further advice was sought from West Dunbartonshire Council Access Panel which also includes a member of NFBUK. However, it is considered that the use of raised tables is an important traffic calming element in ensuring that vehicle speeds are significantly reduced to achieve a design speed of less than 20 miles per hour thereby creating a safer environment for all pedestrians. Raised tables also provide advantages for vulnerable pedestrian groups such as wheelchair users by providing a level surface that is easier to cross and

their use has been welcomed by the Access Panel. In an effort to address the point of concern, tactile paving will be used, where the kerb is flush, as directional guidance paving and a double row of this surface will be used along the edge of the two large raised tables at the Miller/ Hall Street junction with Dumbarton Road and the Hume Street/ Glasgow Road junction.

- 7.11** NFBUK are also concerned that the shared space design on Hall Street will be difficult for blind, visually impaired or other disabled people to use. Shared space is common throughout towns and cities in Scotland, however, the proposals for Hall Street are not designed to be a 'shared space' as there will be a clear distinction between the footway and the road through the use of different materials and a 6mm upstand on the kerb edge. Nevertheless, in response to this concern, a continuous row of tactile paving will be used adjacent to kerbs to clearly identify the edge of the footway. At present, much of the kerbing on Hall Street is already either flush with the road or has a low upstand therefore the proposals will not be significantly different from that which already exists. There is currently one disabled parking bay on Hall Street and it is proposed to form a parking area capable of accommodating 2 cars so there will be a slight increase in the number of disabled parking bays.
- 7.12** Concern has been raised by a local resident in relation to the use of 'cobble' (granite setts) on the road and that this would make the surface slippery. However, the use of cobbles is standard practice and they will exceed slip resistance criteria for carriageways. It should be noted that granite setts are common road and footway surfaces throughout town centres in Scotland and is not unusual in this regard.

Traffic

- 7.13** In relation to concerns over existing congestion problems, raised by the Community Council; the purpose of the proposal is to improve connectivity within this part of Clydebank and not to specifically address congestion problems in the surrounding area. That said, the proposal has been subject to a detailed traffic assessment and the roads will still be able to accommodate the same volume/ movement of traffic but at a slower speed. There will still be two lanes in both directions. The proposal has been developed with full consideration of adjacent developments. While the raised tables will cause ambulances to slow down it is not considered by the Council's Roads Service that this would have a significant impact on travel times to the Golden Jubilee Hospital. Emergency Services would be consulted separately by the Roads Service in terms of the proposals if planning approval is granted. Dumbarton Road will remain a key arterial road connecting Clydebank with Dumbarton and Glasgow. There will be some disruption to road users and occupants of surrounding buildings, including residents, during the construction phase, however, this would be temporary and there will be benefits in the long term for residents through the provision of a more attractive environment and reduced traffic speeds. The appointed contractor will be required to produce an acceptable phased programme of works that will minimise disruption as much as possible.

- 7.14** The traffic light sequence at Hume Street will be changing as a result of the works with the existing signalised junction being replaced with a Toucan crossing. This means that vehicles exiting Hume Street will no longer be controlled by signals and will only be required to wait if pedestrians are crossing. Due to the removal of the raised central reservation on the western part of Dumbarton Road, motorists will now be able to turn right into and out of Bruce Street, which will improve access for residents. This addresses the concern raised by a local resident.

Accessibility

- 7.15** NFBUK raises the issue of access to the Town Hall. It is acknowledged that not all of the entrances into the Town Hall will have level access, however, the main entrance on Hall Street, which currently has a relatively steep ramp, will be improved by replacing it with a gradual rising footway. It has also been suggested that the project should include the provision of level accesses to the commercial units on Dumbarton Road opposite the library. This is not within the scope of the current project and would require the agreement and input from individual property owners, however, where there is potential to make a reasonable adjustment this will be done.
- 7.16** Buses will now be able to deploy ramps and the use of 'build outs' with high access kerbing has been included to facilitate this. This will be an improvement on the current situation as at present this cannot happen due to bus stops being blocked by on street parking.

Other matters

- 7.17** The NFBUK has stated that the proposal does not comply with the Equalities Act 2010. This is not the case. The Council is fully aware of its duties under the Act and the scheme has been designed to take into account the needs of all potential users, including disabled people. Adjustments have been made to the scheme in response to concerns submitted through the planning application process including the removal of shared pedestrian/cycle surfaces and the proposed installation of additional tactile paving within Hall Street, Hume Street and Miller Street to strengthen the kerb-line. Also, the proposals have been subject to significant engagement with key stakeholders and the community at the pre application stage.
- 7.18** The Community Council had concerns that there was no seating proposed. Additional seating is however proposed to be introduced at the bottom of Kilbowie Road at the junction with Dumbarton Road and also opposite Hume Street close to the access to the future Titan Boulevard, a key pedestrianised access to Queens Quay. This will complement the existing stainless steel street furniture within the local area and allow pedestrians a place to rest. Extensive seating will be provided on the Queens Quay site to service the proposed uses and to encourage the public to use the waterfront location and activities.
- 7.19** The concern from a local resident regarding the introduction of native species has been taken on board and such species will form part of the landscaping scheme.

8. CONCLUSION

- 8.1** It is believed that the proposed development will achieve its aim of 'Connecting Clydebank' by providing a more attractive environment where greater emphasis is placed on pedestrian movement and cyclists. Traffic will continue to flow but at a lesser speed contributing to a safer environment and the area will be improved through the use of high quality materials and landscaping. While concerns have been raised, including those by the Parkhall, North Kilbowie and Central Community Council, RNIB and NFBUK Scotland, the design of the scheme has addressed a number of their concerns whilst taking a balanced view of the challenges faced by all disabled groups. Overall, it is considered that the development will greatly improve the area for pedestrians and cyclists, whilst not compromising traffic movement. It provides a gateway to the Queens Quay area and a quality environment between the town centre and the civic area/ Queens Quay area.

9. CONDITIONS

- 1. Unless otherwise approved in writing, no development shall commence on site until such time as full details of all hard surfacing and edging materials throughout the site have been submitted to and approved in writing by the Planning Authority. The hard surfacing shall thereafter be implemented as approved.**
- 2. Unless otherwise approved in writing, no development shall commence until such time as full details of all street furniture, including seating and cycle parking, has been submitted to and approved in writing by the Planning Authority, and shall thereafter be implemented as approved.**
- 3. Unless otherwise approved in writing, no development shall commence until such time as full details of the landscaping scheme for the site has been submitted for the further written approval of the Planning Authority and implemented as approved not later than the next appropriate planting season after the works have commenced. The scheme shall include details of the maintenance arrangements and the landscaping shall thereafter be maintained in accordance with these details.**
- 4. Unless otherwise approved in writing, no development shall commence until such time as full details of the design of all raised tables throughout the site have been submitted to and approved in writing by the Planning Authority. Such details shall include table heights, ramp gradients and table lengths. The raised tables shall thereafter be implemented as approved.**
- 5. Prior to the commencement of works, a statement detailing the method for testing that buses can safely and reasonably navigate the realigned Kilbowie Road junction shall be submitted and approved in**

writing by the Planning Authority through consultation with Strathclyde Partnership for Transport (SPT). Thereafter, the test shall be carried out in accordance with the method statement and the findings, including any proposed adjustments to the junction, shall be agreed by the Planning Authority and the works shall be implemented as agreed.

6. Unless otherwise approved in writing, no development shall commence on site until such time as details of the design of the bus stops has been submitted to and approved in writing by the Planning Authority in consultation with Strathclyde Partnership for Transport (SPT). Such details shall include raised kerbs and shelters. The bus stops shall thereafter be implemented as approved.
7. During the period of construction, Dumbarton Road/Glasgow Road shall remain in operation to bus services. Any planned restriction or closure required on Dumbarton Road/Glasgow Road shall first be approved in writing by the Planning Authority in consultation with Strathclyde Partnership for Transport (SPT).
8. No development shall take place on site until such times as a noise control method statement for the construction period has been submitted to and approved in writing by the Planning Authority. This statement shall identify likely sources of noise (including specific noisy operations and items of plant/machinery), the anticipated duration of any particularly noisy phases of the construction works, and details of the proposed means of limiting the impact of these noise sources upon nearby residential properties and other noise-sensitive properties. The construction works shall thereafter be carried out in accordance with the approved method statement unless otherwise approved in writing by the Planning Authority.
9. Unless otherwise agreed in writing by the Planning Authority; during the period of construction, all works and ancillary operations which are audible at the site boundary, or at such other places that may be agreed by the Planning Authority shall be carried out between 8am and 6pm Mondays to Saturdays and not at all on Sundays or Public Holidays.
10. Prior to work commencing on site a scheme for the control and mitigation of dust shall be submitted for the further approval of the Planning Authority. The scheme shall identify likely sources of dust arising from the development or its construction, and measures to prevent or limit the occurrence and impact of such dust. The scheme shall be implemented as approved prior to any dust-generating activities commencing on site.
11. Prior to works commencing on site a phased programme of works that will minimise disruption during the construction phase shall be

submitted for the written approval of the Planning Authority and implemented as approved.

Peter Hessett
Strategic Lead- Regulatory
Date: 16 August 2018

Person to Contact: Pamela Clifford, Planning & Building Standards Manager.
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Appendix: None

Background Papers:

1. Application forms and plans
2. West Dunbartonshire Local Plan 2010
3. West Dunbartonshire LDP Proposed Plan 2016
4. Consultation Responses
5. Representations
6. Clydebank Charrette Report

Wards affected: Ward 6 (Clydebank Waterfront)

WEST DUNBARTONSHIRE COUNCIL

Report by Strategic Lead- Regulatory

Planning Committee: 14 November 2018

DC18/035: Erection of a 126 unit housing development consisting of townhouses, bungalows and flatted properties with associated roadways, parking and landscaping on the former St Andrew's Secondary School Site, North Douglas Street, Clydebank by West Dunbartonshire Council.

1. REASON FOR REPORT

- 1.1** This application relates to a major development and under the terms of the approved Scheme of Delegation it therefore requires to be determined by the Planning Committee.

2. RECOMMENDATION

- 2.1** **Grant** full planning permission subject to the conditions set out in Section 9 below.

3. DEVELOPMENT DETAILS

- 3.1** The application site is located to the north of Glasgow Road, with access being taken from North Douglas Street. The site is bounded by a railway line to the north, a bowling green to the south east, residential properties and an office building to the south and west. Part of the site is also bounded by Glasgow Road to the south west. The site extends to just over 3 hectares and has been vacant since the school buildings were demolished. The site is relatively level but there are some minor undulations.
- 3.2** Full planning permission is sought for the erection of 126 residential units which will be affordable housing available for rent and will include specialist housing for individuals with additional needs. Properties would vary in size from one bedroom to five bedroom units. In total, there would be 35 one bed flats, 59 two bed flats, 11 three bed flats and 21 four/five bed houses. A central road would be formed through the site which would connect North Douglas Street with Whitecrook Street. From this central

road, access would be provided to all properties directly or via private access/parking areas. There would be significant areas of landscaping throughout the site, with Sustainable Urban Drainage being incorporated into the landscape design and recreational/play areas. Each property would be provided with private off street parking.

- 3.3** The majority of the properties would be two or three storey in height and have a traditional scale, finished with pitched roofs. Along Glasgow Road, the building frontage will be restored along this principle road into Clydebank. In order to facilitate this, a row of mature trees will require to be removed. Replacement tree planting will be undertaken throughout the site and a tree lined avenue will be created alongside the central road with planting at appropriate locations. The primary materials palette to the building elevations will consist of a red and buff brick and the entrance doors of the housing together with communal close entrances are to be finished in dark grey brick and zinc cladding. Dark grey roof tiles will be used throughout. A design and access statement has been submitted in support of the application which demonstrates how the layout and building design relates to the surrounding area.

4. CONSULTATIONS

- 4.1** West Dunbartonshire Council Roads Service has no objection to the development. There is a small parking shortfall, however if necessary the applicant will be required to demonstrate that additional parking can be provided on site in order to address any future parking requirements.
- 4.2** West Dunbartonshire Council Environmental Health Service has no objection subject to conditions relating to drainage, noise, permitted hours of work on site, potential site contamination, piling, air quality, lighting, waste storage and dust control measures.
- 4.3** West Dunbartonshire Council Estates Service has no objection to the proposed development.
- 4.4** Glasgow Airport has no objection to the proposal subject to a condition being attached relating to the further approval of any landscaping works on site.
- 4.5** West Dunbartonshire Council Regeneration Service has no objection to the proposed development.
- 4.6** Network Rail has no objection to the proposal subject to conditions relating to fencing, drainage, landscaping and noise.

5. REPRESENTATIONS

5.1 Three representations have been submitted from local residents which support the principle of residential development on the site but note some concerns. One objection has been submitted on behalf of a local business. The points of objection and the note of concern about the development can be summarised as follows:

- The development will overshadow the neighbouring office building;
- The development would permit overlooking of the neighbouring office building;
- The development will result in noise and disturbance;
- The introduction of public paths through the site may lead to increased crime and vandalism;
- The new access onto North Douglas Street will create road safety issues;
- There will be an increase of traffic through the site, particularly onto Whitecrook Street; and
- Adequate parking provision should be provided on site.

6. ASSESSMENT AGAINST THE DEVELOPMENT PLAN

West Dunbartonshire Local Plan 2010

6.1 The site is identified under Policy GD2 as a redevelopment site suitable for residential use. Policy GD2 encourages the redevelopment of underused, vacant and/or derelict land and buildings for appropriate uses. Policy H4 sets out standards expected of residential development, requiring high quality in terms of shape, form, layout and materials. Policy GD1 seeks to ensure that all new development is of a high quality of design and respects the character and amenity of the area in which it is located.

6.2 Policy R2 specifies the open space provision required for all development and would allow the request of payment of a financial contribution where appropriate. Assessment of open space requirements has been undertaken against the more up to date document, “Our Green Network” Guidance.

6.3 Policy F2 relates to drainage and aims to ensure that new development does not increase the risk of flooding elsewhere and has suitable drainage infrastructure which includes SUDS measures.

6.4 Policy T4 relates to the accessibility of new development and requires new developments to integrate with walking, cycling, and public transport routes.

- 6.5 Policy E5 relates to trees and requires new development proposals to consider the impacts of the development on trees from the outset and incorporate suitable tree replanting into any landscaping design.
- 6.6 The proposal complies with the relevant policies contained in the adopted local plan and is assessed fully in Section 7 below.

7. ASSESSMENT AGAINST MATERIAL CONSIDERATIONS

- West Dunbartonshire Local Development Plan (LDP1) Proposed Plan
- 7.1 On 27 April 2016, the Planning Committee took a final decision not to accept the Local Development Plan Examination Report recommended modification in respect of including the Duntiglennan Fields site in Clydebank as a housing development opportunity, and therefore, as a result of the Scottish Ministers' Direction, the Local Development Plan has remained unadopted but continues to be a material consideration in the determination of planning applications.
 - 7.2 The majority of the site is identified under Policy BC2 as a housing opportunity for a mixture of private and affordable housing. Part of the site is also located within an Existing Neighbourhood where Policy BC4 supports the principle of residential development, provided there is no adverse impact on neighbouring amenity or the character of an area. Policy DS1 is also applicable and seeks to ensure that housing is of a high quality, adaptable and is designed to be suitable for a mix of occupants rather than a specific demographic.
 - 7.3 Policy GN2 requires development to follow an Integrating Green Infrastructure approach to design from the outset by incorporating open space at a level proportionate to the scale of development and in accordance with "Our Green Network" Guidance. This guidance allows open space to be integrated within a development or where this is not possible, any identified shortfall may be addressed through a financial contribution which would be used to enhance open space provision in the local area. The proposal is assessed against these policies and guidance below.
 - 7.4 Policy DS1 indicates that all new development will be expected to contribute towards creating successful places by having regard to the six qualities of a successful place (distinctive, adaptable, resource efficient, easy to get to/move around, safe and pleasant, and welcoming). All residential developments of more than 3 units are also expected to comply with the Residential Development: Principles of Good Design Guidance.

- 7.5** Policy DS3 requires that significant travel generating uses are located within 400 metres of the public transport network. Policy DS6 states development will not be supported where it would have a significant probability of being affected by flooding or increase the risk of flooding elsewhere, and requires SUDS to be included, where appropriate in developments.
- 7.6** Policy GN5 requires any development that will involve the loss of trees to justify the proposals and agree suitable replanting as part of any landscaping scheme for the site.
- 7.7** It is considered that the proposals comply with the above policies and it is fully assessed below.

- 7.8** West Dunbartonshire Local Development Plan (LDP2) Proposed Plan
On 19th September 2018 the Planning Committee approved Local Development Plan 2: Proposed Plan for consultation. It is therefore the Council's most up to date policy position and it is a material consideration in the assessment of planning applications.
- 7.9** The site is identified under Policy H2 as a housing opportunity for affordable housing. Policy CP1 is also applicable and seeks to ensure that housing is of a high quality, adaptable and is designed to be suitable for a mix of occupants rather than a specific demographic. It indicates that all new development will be expected to contribute towards creating successful places by having regard to the six qualities of a successful place (distinctive, adaptable, resource efficient, easy to get to/move around, safe and pleasant, and welcoming). All residential developments of more than 3 units are also expected to comply with the Residential Development: Principles of Good Design Guidance.
- 7.10** Policies CP2 and Policy GI2 require developments to follow an Integrating Green Infrastructure approach to design from the outset by incorporating open space at a level proportionate to the scale of development and in accordance with "Our Green Network" Guidance. This guidance allows open space to be integrated within a development or where this is not possible, any identified shortfall may be addressed through a financial contribution which would be used to enhance open space provision in the local area. Policy ENV4 supports the incorporation of new trees or woodland planting in development proposals. The proposal is assessed against these policies and guidance below.
- 7.11** Policy CP3 requires major developments to be supported by a masterplan which provides details of the phasing of the development and delivery strategy which is realistic to market conditions. The application is

supported by a Design Statement which details the phasing of the development and the precise details of the units proposed.

- 7.12** Policy CON1 requires that significant travel generating uses are designed to encourage sustainable transportation. Policy ENV6 states development will not be supported where it would have a significant probability of being affected by flooding or increase the risk of flooding elsewhere, and requires SUDS to be included, where appropriate in developments. Policy ENV8 requires developments to address air quality, lighting and noise as part of the planning process. Policy ENV9 requires all potentially contaminated sites to be remediated where necessary to ensure that the site is suitable for the intended use. Policy ENV4 requires any development that will involve the loss of trees to justify the proposals and agree suitable replanting as part of any landscaping scheme for the site.
- 7.13** It is considered that the proposals comply with the above policies and the detailed assessment is set out below.

Principle of development

- 7.14** The application site has been vacant for almost 10 years and redevelopment for residential purposes would contribute towards the regeneration of the surrounding area and would be consistent with the land use policies of both the adopted and proposed plans. The surrounding residential area includes a mixture of housing tenures and this proposal represents an opportunity to contribute to its regeneration. The proposed housing would be provided as affordable housing for rent, which is consistent with the most up to date land use allocation contained in the LDP2.

Layout, Design and Appearance

- 7.15** The proposed development would be sited at a prominent location directly adjacent to Glasgow Road, a key arterial route through Clydebank. A strong building frontage will be recreated onto Glasgow Road which reflects the established traditional building line in the area. This will enhance the street scene and add vibrancy and vitality to this part of Glasgow Road. Within the site the layout is unconventional and creates a new street pattern through the use of a central road through the site with access provided to the east and west of the site. There is an element of a shared surface arrangement and the combination of the layout and road design, incorporates the principles of the 'Designing Streets' guidance and the Council's Residential Design Guidance through a more pedestrian focussed layout and natural traffic calming as a result of the road geometry. The development has embraced the principles of an integrated green infrastructure which is advocated in policies CP2 and Policy GI2 of Proposed Plan 2 which creates a quality setting and environment for the residential properties.

- 7.16** The design of the development has been influenced by Clydebank's industrial heritage and the use of rustic facing bricks forms the basis of a simple palette of materials. The housing and flats would be of contemporary design and would be a mixture of two and three storey. The three storey flatted blocks will provide definition to the site edges and entrance points, particularly on John Knox Street and Whitecrook Street and will contribute towards achieving a cohesive streetscape on Glasgow Road. The townhouses are positioned to maximise the north/south orientation and are designed in short terraces. Window proportions with dark frames and concrete cills replicate the design of traditional warehouse windows. Brick header details continue the industrial imagery. Recessed brick coursing adds to the rustic texture and will provide a feature at corners. Each of the houses will have a private garden whilst the flats will have access to communal grounds. The development compliments the surrounding area and will enhance the local area setting a benchmark for new housing development.
- 7.17** The use of a simple palette of materials primarily consisting of red brick, buff brick, grey brick and zinc cladding along with concrete roof tiles, will enhance the local area and create a quality and welcoming residential development creating a sense of place which integrates with the surrounding area. There are no amenity issues as the distances between buildings are appropriate and there will not be any unacceptable overlooking or overshadowing. The density, layout, materials and general appearance of the development are all considered to be acceptable. The proposal will create a well designed development which will address the six qualities of successful places by having a distinctive identity, forming safe streets, having adequate green infrastructure, using high quality materials, introducing an innovative layout and being sustainable, all complying with the terms of policy DS1 and CP1.

Landscaping and open space

- 7.18** From the outset of the design process, open space and landscaping has been a key consideration in order to ensure that it is an integral part of the development. The provision within the site exceeds what is required for a development of this size and will help to create a residential development with high amenity value which is supported by our 'Our Green Network' guidance. Rather than creating a single area of open space, pocket parks are being provided throughout the site at prominent locations adjacent to the central road, ensuring that they are both accessible and well overlooked by the new housing, increasing the natural surveillance of the area and reducing the likelihood of any anti-social behaviour. The landscaped areas will include play areas, tree planting and SuDs drainage and will contribute to the overall quality of the development and sense of place.

- 7.19** The existing row of trees along Glasgow Road were planted around the 1970's or 1980's as part of landscaping measures undertaken to enhance Glasgow Road as it is one of the main routes through Clydebank. However, in order to comprehensively redevelop the application site and create a cohesive streetscape and active frontage onto Glasgow Road, it is proposed to fell these trees. The significant areas of open space and tree planting proposed throughout the development site including native woodland planting and the planting of semi-mature trees alongside the central road to create the effect of a tree line avenue will compensate for the loss of these trees. These landscaping and planting measures have been well considered and will help establish the site and soften the development throughout. The proposed felling of the existing trees and the extensive compensatory replanting that is to be undertaken ensures that the development complies with policies E5, GN5 and ENV4.

Roads, Parking and Drainage

- 7.20** The site can be accessed either from Whitecrook Street or North Douglas Street. The central route through the site will provide access to all properties and has been designed to include an element of natural traffic calming through the use of appropriate road geometry and raised tables. The road layout reflects the aspirations for the Scottish Government's policy statement on 'Designing Streets' and this is supported. Although there is a shortfall in parking provision (19% for flatted properties equals a shortfall of 43 spaces), the Councils Roads Service accept this level of parking provided it is monitored to determine if further parking is required to be provided. There is adequate space within the scheme to achieve further parking if necessary.
- 7.21** The road and pedestrian links would ensure that the development is convenient for pedestrians and vehicles to move around, whilst footpath connections to Whitecrook Street and Glasgow Road beyond, provide permeability with the site's surroundings. The site is only a short distance from Clydebank town centre which is served by buses and trains at regular intervals. Throughout the site, there is adequate bin storage provision to ensure that any domestic waste can be managed appropriately and refuse collected.
- 7.22** The site is not at risk of flooding and appropriate surface drainage for the new housing and roads, SuDS measures will be incorporated.

Contamination

- 7.23** In order to ensure that the development is completed satisfactory conditions will be attached to ensure that any contamination on site is adequately addressed. At present, a contaminated land report is being

prepared in consultation with the Council's Environmental Health Service and this is addressed by conditions.

Pre-application consultation

- 7.24** As the proposal constitutes a major development, statutory pre-application consultation was carried out prior to submission of the application. A public event was held in June 2017 and local community councils were contacted about the proposal and all tenants and residents organisations were invited to attend. A statutory notice was published in the local press advertising the public event and submission of the proposal of application notice. The applicant has submitted a pre-application consultation statement which highlights that approximately 25-30 people attended the public event. Although generally positive, there were some concerns raised concerning access, parking and waste collection. These matters have been addressed as part of the planning application and are discussed above.

8. CONCLUSION

- 8.1** The proposed redevelopment of the site for residential purposes is in compliance with the adopted and proposed local plans and would assist in the further regeneration of this area of Clydebank. The development will create a strong visual presence to this part of Glasgow Road, adding vibrancy and activity. The development has been subject to extensive discussions which have resulted in a pedestrian focused layout with strong integration of green infrastructure. The layout, design and high quality materials of the development are all considered acceptable. The development provides much needed affordable housing at this accessible location in close proximity to the town centre.

9. CONDITIONS

- 1. The development shall be completed in accordance with the following external finishing materials:**
 - **lbstock Birtley Olde English Buff brick;**
 - **lbstock Birtley Olde English brick;**
 - **lbstock dark grey brick;**
 - **Dark coloured zinc cladding; and**
 - **Grey Marley Eternit Ltd modern roof tiles (single lap interlocking tiles).**

- 2. Prior to the commencement of development, a sample panel of brickwork shall be constructed for all brick types to be used in order to determine the appropriate colour of mortar that should be used which shall be approved by the Planning Authority. Thereafter the development shall be completed in accordance with the approved mortar.**
- 3. Prior to the commencement of works, full details of all hard surfaces shall be submitted for the further written approval of the Planning Authority. The development shall thereafter be completed in accordance with the approved details prior to the occupation of any unit within the development.**
- 4. Prior to the commencement of works, full details of the design and location of all walls and fences to be erected on site shall be submitted for the further written approval of the Planning Authority. The development shall thereafter be completed in accordance with the approved details prior to the occupation of any unit within the development.**
- 5. Prior to the commencement of development details of the design and location of the bin stores, cycle storage, street furniture and lighting shall be submitted for the further written approval of the Planning Authority and the development shall thereafter be completed in accordance with the approved details prior to the occupation of any of the approved properties, unless otherwise agreed in writing with the Planning Authority.**
- 6. No house/flatted unit shall be occupied until the vehicle parking spaces associated with that house/flatted unit have been provided within the site in accordance with the approved plans. The spaces shall thereafter be kept available for parking at all times.**
- 7. Prior to the commencement of development full details of the foul and surface water drainage system shall be submitted for the written approval of the Planning Authority. The drainage system shall incorporate the principles of Sustainable Urban Drainage Systems within its design, and thereafter shall be implemented prior to the occupation of any of the residential properties.**
- 8. No development shall take place until further details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority, details must**

comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at www.aoa.org.uk/publications/safeguarding.asp). These details shall include:

- The species, number and spacing of trees and shrubs;
- Drainage details including SuDs – such schemes must comply with Advice Note 6 'Potential Bird Hazards from Sustainable urban Drainage Schemes (SuDs) (available at www.aoa.org.uk/publications/safeguarding.asp).

No subsequent alterations to the approved landscaping scheme are to take place unless approved in writing by the Planning Authority in consultation with Glasgow Airport. The scheme shall be implemented not later than the next appropriate planting season after occupation of the first property. The landscaping shall thereafter be maintained in accordance with these details.

9. Prior to the commencement of development, full details of the play equipment to be provided within the development shall be submitted for the written approval of the Planning Authority. The play equipment shall thereafter be installed prior to occupation of any unit within the development unless otherwise agreed in writing with the Planning Authority and maintained in accordance with the approved details.
10. No development (other than investigative works) shall commence on site until such time as a detailed report on the nature and extent of any contamination of the site has been submitted to and approved in writing by the Planning Authority. The report shall be prepared by a suitably qualified person and shall include the following:
 - i. A detailed site investigation identifying the extent, scale and nature of contamination on the site (irrespective of whether this contamination originates on the site)
 - ii. An assessment of the potential risks (where applicable) to:
 1. human health
 2. property (existing and proposed), including buildings, crops, livestock, pets, woodland and service

- lines and pipes
- 3. groundwater and surface waters
- 4. ecological systems
- 5. archaeological sites and ancient monuments

iii. An appraisal of remedial options, including a detailed remediation scheme based on the preferred option.

11. No development (other than investigative works) shall commence on site until such time as a detailed remediation scheme for the site has been submitted to and approved in writing by the Planning Authority. The scheme shall be prepared by a suitably qualified person and shall detail the measures necessary to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property, and the natural and historical environment. The scheme shall include details of all works to be undertaken, the remediation objectives and criteria, a timetable of works and/or details of the phasing of works relative to the rest of the development, and site management procedures. The scheme shall ensure that upon completion of the remediation works the site will not qualify as contaminated land under Environmental Protection Act 1990 Part IIA in relation to the intended use of the land after remediation.

12. The approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Planning Authority. The Planning Authority shall be notified in writing of the intended commencement of remediation works not less than 14 days before these works commence on site.

Upon completion of the remediation works and prior to the site being occupied, a verification report which demonstrates the effectiveness of the completed remediation works shall be submitted to and approved in writing by the Planning Authority.

13. The presence of any previously unexpected contamination that becomes evident during the development of the site shall be reported to the Planning Authority in writing within one week, and work on the site shall cease. At this stage, if

requested by the Planning Authority, an appropriate investigation and risk assessment shall be undertaken and a remediation scheme shall be submitted to and approved by the Planning Authority prior to the recommencement of site works. The approved details shall be implemented as approved.

14. A monitoring and maintenance scheme to include monitoring the long- term effectiveness of the proposed remediation over a period of years determined by the scheme shall be submitted to and approved by the Planning Authority. Any actions ongoing shall be implemented within the timescale agreed with the Planning Authority in consultation with Environmental Health measures. Following completion of the actions/measures identified in the approved remediation scheme a further report which demonstrates the effectiveness of the monitoring and maintenance measures shall be submitted to and approved by the Planning Authority.
15. No development shall take place on site until such time as a revised noise impact assessment has been submitted to and approved in writing by the Planning Authority. The noise impact assessment shall include an assessment of the potential for occupants of the development to experience noise nuisance or vibration arising from aircraft noise. Where a potential for noise or vibration disturbance is identified, proposals for the attenuation of that noise shall be submitted to and approved in writing by the Planning Authority. Any such approved noise attenuation scheme shall be implemented prior to occupation of any unit within the development and shall thereafter be retained in accordance with the approved scheme.
16. No development shall commence on site until such time as a noise control method statement for the construction period has been submitted to and approved in writing by the Planning Authority. This statement shall identify likely sources of noise (including specific noisy operations and items of plant/machinery), the anticipated duration of any particularly noisy phases of the construction works, and details of the proposed means of limiting the impact of these noise sources upon nearby residential properties and other noise-sensitive properties. The construction works shall thereafter be carried out in accordance with the approved method statement unless otherwise approved in writing by the Planning Authority.

17. During the period of construction, all works and ancillary operations which are audible at the site boundary (or at such other place(s) as may first be agreed in writing with the Planning Authority), shall be carried out between the following hours unless otherwise approved in writing by the Planning Authority:

Mondays to Fridays: 0800-1800

Saturdays: 0800-1300

Sundays and public holidays: No working

18. Prior to the commencement of development, a site plan shall be submitted for the written approval of the Planning Authority which provides details of additional parking spaces to be formed on site in order to address the parking shortfall. Twelve months after completion of the development, a parking review shall be undertaken within the development to ascertain levels of car ownership and whether there are any parking related problems within the development. The findings and recommendations of the review shall be submitted for the written approval of the Planning Authority. Thereafter the additional parking spaces which can be accommodated on site shall be formed if required, in accordance with the agreed recommendations and the approved details.

Further reviews shall be undertaken at 12 month intervals and the findings submitted for the written approval of the Planning Authority. Five years after the completion of the development, a final review shall be undertaken and the findings submitted for the written approval of the Planning Authority unless the additional parking spaces have by that time already been formed.

Peter Hessett
Strategic Lead- Regulatory
Date: 31st October 2018

Person to Contact: Pamela Clifford, Planning & Building Standards Manager
email: Pamela.Clifford@west-dunbarton.gov.uk

Appendix: Site Location Map

Background Papers:

1. Application forms and plans;
2. Consultation responses;
3. West Dunbartonshire Local Plan 2010;
4. West Dunbartonshire Local Development Plan Proposed Plan;
5. West Dunbartonshire Local Development Plan 2 Proposed Plan; and
6. Representations.

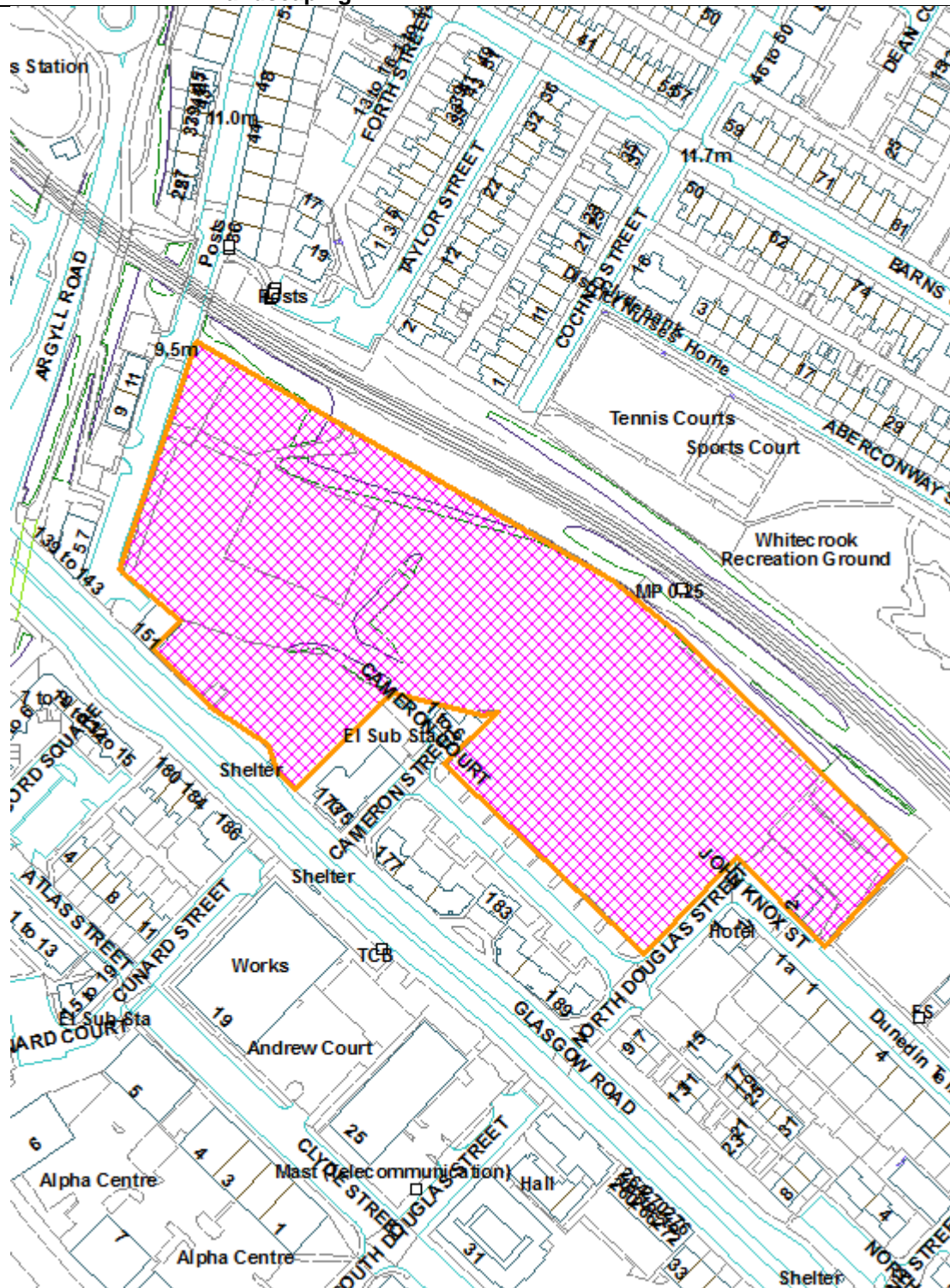
Wards affected:

Ward 6 (Clydebank Waterfront)

DC18/035

Erection of a 126 unit
housing development
consisting of townhouses,
bungalows and flatted
properties with associated
roadways, parking and
landscaping

Residential Development
North Douglas Street
Clydebank



WEST DUNBARTONSHIRE COUNCIL

Report by Strategic Lead – Regulatory

Planning Committee: 14 November 2018

DC18/171 Change of use from industrial unit to form dog care/training centre facility at Unit 13, Block 2 Vale of Leven Industrial Estate, Dumbarton by Miss Heather Maclean

1. REASON FOR REPORT

- 1.1** The proposal is a departure from the Development Plan and it is recommended that planning permission is granted. Under the terms of the approved scheme of delegation the application therefore requires to be determined by the Planning Committee.

2. RECOMMENDATION

- 2.1** **Grant** full planning permission, subject to the conditions set out in Section 9 of this report.

3. DEVELOPMENT DETAILS

- 3.1** This application relates to a vacant industrial unit that is located within the Vale of Leven Industrial Estate. The ground floor unit measures approximately 300 square metres in floor area and forms part of a larger two storey high building that was once part of the former Westclox clock factory complex, but which is now divided into a number of units containing a mixture of various uses. The unit is located at the end of the building. To the front there is a service/access road and large communal car park shared by various nearby businesses and to the side there is a grass-covered area of landscaping that separates the building from the road. The application site includes part of this grassed area. It is understood that the building has been vacant for approximately 2 years, prior to which it was last used as a workshop for a motor company.
- 3.2** The applicant already operates a home based dog-walking and pet care service within the local area. The applicant proposes to use the above property as a day care and training centre for dogs and expand the range of services that they presently offer. Owners will be able to leave their dogs at the centre during the day where they will be mentally and physically stimulated through structured play, exercise and rest. Limited alterations will be made to the interior of the building and most of the unit will be used as an open plan play area for the dogs. There will also be a reception/waiting area, office, utility/staff room and a quiet room for elderly or nervous dogs. A 1.8 metre high fence will be erected around part of the grassed area immediately next to the unit to form an outdoor area for the dogs. The centre will be open

7:30am to 7pm Monday to Friday, 9am to 5pm on Saturday and will occasionally be used for training on a Sunday. The applicant currently employs 2 full time staff and expects to employ a further 2 part-time staff initially with the number of employees increasing as the business grows.

4. CONSULTATIONS

- 4.1** West Dunbartonshire Council Roads has no objections to the proposed development
- 4.2** West Dunbartonshire Council Environmental Health Service has no objection to the proposed development subject to a condition relating to the storage and collection of waste.
- 4.3** West Dunbartonshire Council Regeneration has no objection to the proposal.

5. REPRESENTATIONS

- 5.1** 70 representations have been received, all in support of the proposal. Many of those who have submitted representations would appear to be existing customers of the applicant and live locally. Points of support include the availability of a facility where dogs can be properly cared for when owners are at work and the accessibility of the location of the premises. No objections have been received.

6. ASSESSMENT AGAINST THE DEVELOPMENT PLAN

West Dunbartonshire Local Plan

- 6.1** The Vale of Leven Industrial Estate is designated as an Industrial and Business Use site, where Policy LE1 applies. There is a presumption in favour of uses which positively extend the permanent employment potential of such sites, although the policy does allow for the reuse of existing industrial or business class sites for suitable alternative uses where this can be justified against such criteria as: specific locational need, there being no adverse impact on the industrial land supply, lack of suitable alternative locations, economic and environmental benefits, the impact on the attractiveness of the location to industrial and business investment and there being no adverse effect on local infrastructure.
- 6.2** The Vale of Leven Industrial Estate is also designated as a Strategic Economic Investment Location (previously known as a Strategic Industrial and Business Location) in Clydeplan. Policy LE6 indicates that the industrial estate is strategically important as a location for industrial, business and warehousing uses. Sites within the industrial estate will be safeguarded for economic development uses and there is a strong presumption against uses other than for business and industry.

- 6.3** The proposed use is therefore in principle a departure from the development plan as it would result in the use of the premises for non-industrial purposes. However, policy LE1 does allow alternative uses where they can be justified and it is considered that the proposal meets the necessary criteria and this is justified further in section 7 below.

7. ASSESSMENT AGAINST MATERIAL CONSIDERATIONS

West Dunbartonshire Local Development Plan (LDP1) Proposed Plan

- 7.1** On 27 April 2016, the Planning Committee took a final decision not to accept the Local Development Plan Examination Report recommended modification in respect of including the Duntiglennan Fields site in Clydebank as a housing development opportunity, and therefore, as a result of the Scottish Ministers' Direction, the Local Development Plan has remained unadopted but continues to be a material consideration in the determination of planning applications.
- 7.2** The Vale of Leven Industrial Estate is identified along with the adjoining Lomondgate as a 'Changing Place' in the Proposed Plan and is also designated as part of the Lomondgate Strategic Economic Investment Location (SEILs). The strategy for this Changing Place supports the enhancement of existing properties within the Vale of Leven Industrial Estate and recognises issues with the condition and maintenance of premises. It states that proposals for uses other than Use Class 4, 5 & 6 are not encouraged within the industrial estate and will be assessed against Policy GE2.
- 7.3** Policy GE2 states that development of Use Classes 4, 5 and 6 uses will be supported within existing business and industrial areas. Proposals for alternative uses will be assessed with regard to impact on the operations of existing uses in the area; impact on the suitability of the area for future industrial and business investment; impact of availability of land and buildings for business, industry or storage and distribution uses; the availability of other locations for the proposed use; and the positive contribution the proposed use can make to the area. These issues are considered in greater detail below and it is considered that the proposal complies with Policy GE2.
- 7.4** Policy DS1 has regard to all development and expects development to contribute towards creating successful places by having regard to the six qualities of a successful place: Distinctive, Adaptable, Resource Efficient, Easy to get to/Move around, Safe and Pleasant, and Welcoming. These issues are considered below.

West Dunbartonshire Local Development Plan (LDP2) Proposed Plan

- 7.5** On 19th September 2018 the Planning Committee approved Local Development Plan 2: Proposed Plan for consultation. It is therefore the Council's most up to date policy position and it is a material consideration in the assessment of planning applications.

7.6 The Vale of Leven Industrial Estate is identified within the 'Delivering Places' section of the Proposed Plan. The development strategy for the industrial estate supports upgrading and enhancement of business and industrial uses on existing sites. The application site is part of the area identified for the enhancement of industrial properties. Within this central area there are a number of vacant and poorly maintained buildings that affect its amenity and its competitiveness in attracting investment. The Vale of Leven Industrial Estate is also designated as part of the Lomondgate Strategic Economic Investment Location (SEIL). Vale of Leven Industrial Estate Policy 1 states that business and industrial development proposals for Class 5 and Class 6 uses will be supported and alternative uses of vacant properties will be encouraged and supported where they accord with the provisions of policy E2.

7.7 Policy E2 states that proposals for alternative uses of land or premises which are currently or have been previously used for business, industrial or commercial uses will be supported where it can be demonstrated that they accord with the following criteria:

- There is no adverse impact on the operation of existing uses or the potential for future business, industrial or employment use within the area;
- The proposal protects and enhances the attractiveness of the area as an industrial and business location;
- The proposal is ancillary to the industrial and business uses;
- There is no unacceptable detrimental impact on the availability of employment land; and
- The economic benefit that the proposal can bring to the area is demonstrated.

It is considered that the proposal accords with this criteria and this is discussed further below.

Impact on Industrial Land Supply

7.8 The unit has been vacant and advertised to let for approximately 2 years with no interest for industrial or other uses in that time. The unit was last used as a workshop for a motor company. There are also a number of other longstanding vacant units within the estate, and given the length of time that the unit has been vacant for and the availability of alternative units, it is considered that the loss of this unit would not have a significant impact on the industrial land supply.

Impact on Neighbouring Units

7.9 The unit is located in an area of the industrial estate where there is a mixture of business/ industrial uses, as well as other non-industrial/business uses including indoor football pitches, a café and a dance studio. While there is likely to be a degree of noise associated with the use due to the potential for dogs barking, particularly within the outdoor area, the applicant has stated that the provision of exercise and stimulation will help to counteract the main reasons for barking i.e. loneliness, boredom, anxiety and the desire for

attention. The applicant has also stated that they intend to install acoustic foam within the building. The unit's location at the end of the block will further reduce any potential impact on surrounding uses in terms of noise and disturbance. It is also recognised that the very nature of an industrial estate means that there will already be noise from existing industrial uses and vehicles such as lorries. No neighbouring industrial uses have submitted objection and it is therefore considered that the proposed use would not have an adverse effect on the operation of existing uses or on the attractiveness of the industrial estate for future investment. Further to this, the vacant building is currently having a negative impact on the appearance and vitality of the estate and therefore by bringing it back into use the proposal would have a positive impact bringing people back into the industrial estate. The dog care facility can be regarded as an ancillary use as it could serve employees of the industrial estate together with customers of the various uses within the estate.

Locational Need/Alternative Locations

- 7.10** The applicant has looked at a number of properties within the Dumbarton area for their business, including Lomond Galleries, Broadmeadow Industrial Estate and Lomond Industrial Estate. The type of use proposed requires a relatively large amount of space that is away from residential properties to avoid disturbance. Within urban/built up areas such space is generally only found in buildings such as industrial units and warehouses but these often lack access to outside space. The application site provides the type of space required (both internally and externally) in a location where it is easily accessible to users of the service, while also having minimal impact on its surroundings.

Economic Benefits

- 7.11** The proposal involves the expansion of an existing business, which currently employs two full time staff. It is the intention that a further two part time staff would be employed initially at the centre with additional staff being employed as the business grows. It is understood that the provision of day care for dogs is a growing sector and by locating within the industrial estate the applicant will be able to keep their business, and any jobs created, within the local area.

Technical Issues

- 7.12** The proposal involves fencing off an area of grassed open space at the side of the building to provide an outdoor area for dogs to exercise. This area currently forms part of the landscaping for the industrial estate and therefore makes a positive contribution to its visual amenity. Potential negative impacts of incorporating the use of this space for the development can be mitigated by setting the fence back from the edge of the pavement and by using fencing of a type that is not visually intrusive such as metal mesh fencing coloured green- a type that is often used in recreation areas. The impact of the fencing can be further reduced by appropriate planting between the fence and pavement. A condition can be used to ensure that the details of the fencing are acceptable and to ensure that it is removed and the area reinstated should the premises no longer be used as a dog day care centre.

- 7.13** Environmental Health has not raised objection and have recommended that a condition relating to the storage and collection of waste is applied to any consent. The Council's Road Service has no objections as the existing communal car park can be used to service the facility and the use raises no road safety issues

8. CONCLUSION

- 8.1** Whilst the proposed use of the industrial unit as a dog care and training facility is contrary to the principle of the industrial allocation policies, other relevant policies do allow for the consideration of alternative uses subject to criteria identified within them. In this case, the proposal meets these criteria as set out above and therefore it can be supported. The proposal would bring an existing unit that has lain vacant back into use, which would have a positive impact on the appearance of the unit and vitality of the estate. It is considered that it would not have a detrimental impact on the amenity of the industrial estate or its attractiveness to future occupiers, and would allow an existing local business to grow in an appropriate location. The proposal meets the requirements of the relevant policies within the adopted local plan and proposed local development plans and overall is considered to be acceptable.

9. CONDITIONS

- 1. Unless otherwise approved in writing, no development shall commence until such time as details of a 1.8 metre high fence to be erected around the landscaped area adjacent to the unit shall be submitted for the further written approval of the Planning Authority and implemented as approved before the premises is brought into use. Such details shall include the exact location of the fence and type of fencing to be used. Upon cessation of the use of the unit as a dog care/training centre facility the fence shall be removed and the land reinstated to a landscaped area of open space.**
- 2. Unless otherwise approved in writing, no development shall commence until such time as details of planting to be provided around the outside edge of the fence referred to in condition 1 shall be submitted for the further written approval of the Planning Authority. The planting shall thereafter be implemented as approved within a timescale agreed with the planning authority.**

3. Unless otherwise approved in writing, no development shall commence until such time as details of the storage and collection of waste arising from the use shall be submitted for the further written approval of the Planning Authority and implemented as approved before the premises is brought into use.

Peter Hessett
Strategic Lead- Regulatory
Date: 31st October 2018

Person to Contact: Pamela Clifford, Planning & Building Standards Manager.
email: Pamela.Clifford@west-dunbarton.gov.uk

Appendix: Site Location Map

Background Papers:

1. Application forms and plans
2. Consultation Responses
3. Representations
4. West Dunbartonshire Local Plan 2010
5. West Dunbartonshire LDP1 Proposed Plan 2016
6. West Dunbartonshire LDP2 Proposed Plan 2018

Wards affected: Ward 2 (Leven)

DC18/171

Change of use from
industrial unit to form dog
care/training centre facility

Unit 13
Block 2
Levenside Road
Vale Of Leven Industrial Estate
Dumbarton
G82 3PD

