

Agenda



Elected Members' Briefing Meeting

Date: Tuesday, 20 June 2023

Time: 10:00

Venue Civic Space, 16 Church Street, Dumbarton, G82 1QL

Contact: Nicola Moorcroft, Committee Officer
Email: Nicola.moorcroft@west-dunbarton.gov.uk

Dear Member

Please attend the **Elected Members' Briefing Meeting** as detailed above.

The business is shown on the attached agenda.

Yours faithfully

PETER HESSETT

Chief Executive

Distribution:-

Provost Douglas McAllister
Councillor James Bollan
Councillor Karen Conaghan
Councillor Ian Dickson
Councillor Diane Docherty
Councillor Craig Edward
Councillor Gurpreet Singh Johal
Councillor Daniel Lennie
Councillor David McBride
Councillor Jonathan McColl
Councillor James McElhill

Councillor Michelle McGinty
Councillor June McKay
Councillor John Millar
Councillor Lawrence O'Neill
Councillor Lauren Oxley
Councillor Chris Pollock
Councillor Martin Rooney
Councillor Gordon Scanlan
Councillor Hazel Sorrell
Councillor Clare Steel
Councillor Sophie Traynor

Chief Executive
Chief Officer – Regulatory and Regeneration

Date issued: 13 June 2023

ELECTED MEMBERS' BRIEFING MEETING

TUESDAY 20 JUNE 2023

AGENDA

1 APOLOGIES

2 DECLARATIONS OF INTEREST

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

3 FORMATION OF INDUSTRIAL UNITS FOR MARINE ENGINEERING, FABRICATION, RESEARCH AND DEVELOPMENT, AND ASSOCIATED USES (INCLUDING OFFICES, NURSERY, CAFÉ); SITE ACCESS; INFRASTRUCTURE, LANDSCAPING AND ASSOCIATED WORKS; SCOTTISH MARINE TECHNOLOGY PARK - SITE AT FORMER CARLESS OIL TERMINAL ERSKINE FERRY ROAD OLD KILPATRICK 5 - 13

Submit report by the Planning, Building Standards and Environmental Health Manager advising of a pre-application consultation taking place regarding the redevelopment of the Scottish Marine Technology Park - Site at Former Carless Oil Terminal Erskine Ferry Road Old Kilpatrick



Elected Members Briefing Meeting: 20th June 2023

Proposal: Industrial units for marine engineering, fabrication, research and development, and associated uses (including offices, nursery, café); site access; infrastructure, landscaping and associated works.

Site: Scottish Marine Technology Park - Site at Former Carless Oil Terminal Erskine Ferry Road Old Kilpatrick

1. **Purpose**

The purpose of this briefing note is to provide Members with information relating to an application for Planning Permission in Principle at the site of the former Carless Oil Terminal now known as the Scottish Marine Technology Park.

This briefing will give members an opportunity to understand the proposal and highlight any issues which they consider the proposal ought to address. The merits of the proposals are not being considered, and no decisions will be made at this stage. The agreed procedures and protocol for Elected Member involvement at the pre-application stage are attached as appendices.

2. **Background**

The 12.16 ha application site forms part of the landholding at the former Carless Oil Terminal in Old Kilpatrick. The site is located on the north bank of the River Clyde, upstream and east of the Erskine Bridge. The site, including the jetties, abuts the Inner Clyde Special Protection Area, Ramsar Site and Site of Special Scientific Interest, which are designated at national levels for non-breeding birds, in particular for wintering redshank, and for associated habitats.

The site is currently designated as contaminated land under Part IIA of the Environmental Protection Act 1990, with an area in the centre of the site also designated under the same legislation as a Special Site (as a result of the historical presence of an oil refinery within the central area). The primary reason for these designations is the known presence of hydrocarbon contaminants and known pathways for contaminated groundwater to migrate into the River Clyde. There is also a residual risk of unexploded ordnance (Zetica Ltd, April 2013) due to the site's previous MOD usage, as it is known to have been a bombing target during the

Second World War.

The landholding is bounded to the south and east by the River Clyde and the Auchentoshan Burn respectively. The SEPA Flood Map (2015) indicates that parts of the site along the River Clyde foreshore have a high likelihood of flooding, as do the banks of the Auchentoshan Burn.

Planning permission for remediation works for the wider site was granted in April 2019 (ref. DC18/245). Under this permission, a phased approach to site remediation was approved within the Remediation Strategy. The approved works comprise the undertaking of intrusive soil and ground water remediation within the western and central areas of the applicant's wider landholding only (largely outwith the PPiP site). Remediation of this area has now commenced which is limited to small-scale investigatory works to inform future remediation in this area.

Planning permission was granted in August 2019 (DC19/046) for the erection of a fabrication building, yard area and ancillary office building with access road, parking, gatehouse and associated infrastructure (including a heavy lift quay (HLQ). A Marine Licence for the purposes of constructing the HLQ was granted in September 2020. The site does not form part of the Planning Permission in Principle application but is within the applicant's control and whilst no construction works for the fabrication building have commenced on site, a compensatory flood storage area has been constructed in accordance with the requirements of condition 20 to keep the planning permission alive.

Stakeholder engagement has largely been limited to the statutory requirements of the Proposal of Application Notice by public consultation event in March 2022 and online public event between end of February – 11th March 2022 and meeting with Old Kilpatrick Community Council on 9th May 2023.

3. Site Description

The site currently comprises vacant and derelict land, including scrubland and rough vegetation interspersed with reinforced concrete hardstanding and remnant below and above ground structures. The site was originally established as a fuel storage site for the Admiralty in 1916 and during the Second World War the Royal Navy used it as a depot and oil terminal. It was used by Petrochem Carless as an oil refinery and associated storage until 1992 and then all operations ceased. The site has been vacant since then, with most above ground structures associated with the previous use having been demolished although the jetties on the banks of the River Clyde, partial structures, and areas of reinforced concrete hardstanding remain on site.

Land to the North West includes the consented fabrication building and heavy lift quay and does not form part of the application site although under the same ownership. The vegetated area to the north west and designated for housing under H2 (33) in the Proposed Local Development Plan does not form part of the masterplan site together with a potential new access to Dumbarton Road.

Additionally, the site is bounded to the north by a disused railway corridor which is designated locally as a Local Nature Conservation Site and the Forth and Clyde Canal Scheduled Monument.

The site is bounded to the west by industrial uses including a Logitech manufacturing plant. Bonded whisky warehouses are located east of the site together with a High Voltage overhead power line and electricity substation. The application site will also include an access connecting the site with Erskine Ferry Road to the west, via an existing private access road. The site sits in the shadow of “A” listed Erskine Bridge.

The site benefits from direct access to the River Clyde at the existing jetty structures to the southwest which are being upgraded through extant permissions DC19/046 and Marine Licence 00008746 to create a modern Heavy Lift Quay.

4. Development Details

The vision for the site is to deliver a state of the art marine excellence hub which brings together manufacturers with practical marine and renewables operational and logistics experience, and providers of research, skills, development and design in a single location, taking advantage of direct access to the deep-water channel of the Clyde

Planning Permission in Principle (PPiP) is sought for a wide range of marine engineering focused activities potentially including marine renewable fabrication and assembly, shipbuilding, ship repair, specialist decommissioning and associated supply chain activity. Alongside these, facilities will be created for allied education and start-up ventures. The development will be led by a masterplan approach which will illustrate how the site could be developed with the proposed uses. Permission for the remediation of this land also is sought under this PPiP application and will be outlined within an updated version of the Remediation Strategy together with a phasing plan associated with the masterplan which will demonstrate how the site will be remediated associated with development coming forward.

The proposed development will be accompanied by an Environmental Impact Assessment (EIA) Report in accordance with The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017.

The proposed uses are anticipated to comprise predominantly of Class 5 (General industrial) and Class 4 (Business), with ancillary Class 3 (Food and Drink) and Class 10 (Non-residential Institutions) comprising an interpretation centre and a nursery.

In summary, the proposed development includes:

- Up to 27,893 square metres of Class 5 (general industry), 4 (business: offices, research and development, light industry), Class 3 (restaurants and cafes), and 10 (non-residential institutions) floorspace;
- Yard areas for materials delivery, fabrication and storage;
- Upgrades to Erskine Ferry Road, internal access roads, car parking;
- Proposed links to active travel routes (subject to agreement with relevant

- landowners);
- Hard and soft landscaping equating to at least 3.2 hectares, including a publicly accessibly open space on the southern edge of the site, and a landscape buffer to the River Clyde;
- Renewable energy generation infrastructure;
- Utilities and drainage infrastructure;
- Remediation works and subsequent land raising to create a development platform; and
- Security fencing and lighting.

5. Planning Policies

The site is within the 'Clyde Mission' area, identified as one of eighteen National Developments with National Planning Framework 4 which recognises that significant land assets are under-utilised across the Clyde, (including waterfront sites such as Carless) and that longstanding inequality, in relation to poor environment and health outcomes require to be tackled as a national priority. The Clyde Mission designation aims to repurpose and reinvigorate vacant and derelict land as well as adapting the area to the impacts of climate change, where nature-based solutions would be particularly supported.

National Planning Framework 4, Policy 1 requires significant weight to be given to the global climate and nature crises. Policy 2 requires development proposals to be sited and designed to minimise greenhouse gas emissions and to adapt to current and future risks from climate change. Policy 3 requires proposals for national/major development to demonstrate that it will conserve, restore and enhance biodiversity. Policy 4 sets out requirements to be met when development affects Special Protection Areas/Sites of Special Scientific Interest (in this case the Inner Clyde). Policy 7 sets out criteria for the assessment of proposals affecting scheduled monuments (in this case the Forth and Clyde Canal) and listed buildings (Erskine Bridge).

Policy 9 supports the sustainable reuse of brownfield land and requires contaminated land to be made safe and suitable for the proposed use. This policy also requires the biodiversity value of brownfield land which has naturalised to be taken into account. Policy 10 states development proposals in developed coastal areas will only be supported where the proposal does not result in the need for further coastal protection measures; or increase the risk to people of coastal flooding or coastal erosion. Criteria are established for coastal defence measures. Policy 11 supports, and sets out criteria for assessing, renewable energy developments.

Policy 13 supports development where it can be demonstrated that the transport requirements have been considered in line with sustainable transport and investment hierarchies, with a focus on active travel and public transport access. Development proposals for significant travel generating uses will not be supported in locations which would increase reliance on the private car. Policy 14 sets out the requirement for development proposals to be designed to improve the quality of an area and

embed the six qualities of successful places. This includes ensuring that masterplans and design guidance are underpinned by the six qualities to deliver a high quality, design-led place. Policy 15 requires consideration to be given to the interconnectivity of the development with the surrounding area. Policy 18 supports development which provide infrastructure in line with that identified in Local Development Plans and their delivery programmes. The impact of development proposals on infrastructure should be mitigated. Policy 20 protects existing and supports new blue and green infrastructure. Policy 22 supports development at risk of flooding if it is for the redevelopment of previously used sites in built up areas where the Local Development Plan has identified a need to bring these into positive use and where proposals demonstrate that long-term safety and resilience can be secured.

Policy 25 supports proposals for business and industry on sites allocated for those uses

In the Adopted West Dunbartonshire Local Plan 2010, the former Carless site is identified as a Regeneration Priority by Policy RP1 which supports the redevelopment of underused, vacant and derelict land. Policy UR1 promotes the re-use of vacant, derelict or underused land and buildings. Policy GD1 requires all new development to be of a high quality of design and respect the character and amenity of the area in which it is located. Policy GD2 (9) identifies the site as a redevelopment opportunity, with the proposed uses of industrial/business/residential, ancillary retail, leisure and open space. Policy LE1 safeguards the eastern part of the site (LE1 (17) for industrial and business uses. The whole site is part of a much larger Clydebank Waterfront Core Economic Development Area identified by Policy LE6. The western part of the site is identified as a housing development opportunity by Policy H1 (H2 (22)).

Policy T1 supports sustainable transport modes and Policy T4 requires developers integrate sites into walking, cycling and public transport routes, with significant new development expected to be sites to be accessible to public transport networks. Transport assessment will be required for significant travel generating proposals. Policy E1 requires development to further the conservation of biodiversity and Policies E2A and E2B set strict criteria for the protection of the Inner Clyde Special Protection Area/Site of Special Scientific Interest site. Policy BE5 resists any development proposals that would have an adverse impact on or affect the setting of a Scheduled Monument. Policy R4 sets out policies for the protection of the Forth and Clyde Canal. Policy DC3 relates to aircraft noise and safeguarding zones and Policy DC5 relates to HSE Notification Zones. Policy DC6 sets out criteria for assessing renewable energy developments. Policies F1-F3 relate to flooding and drainage prevention and Policy F1 presumes against development within the functional flood plain unless it is for essential infrastructure or regeneration priorities.

In the Proposed Local Development Plan (2020 as amended), there is a development strategy set out for the Carless site. This includes support for business and industrial uses, appropriate commercial uses, housing and day-to-day convenience retail uses where appropriate and justified, a secondary access point to the site and upgrade the existing access, to enhance the Green Network, to protect the Forth and Clyde Canal and the protection of the Inner Clyde SPA/SSSI. These

requirements are reiterated by Carless Policies 1- 4. The long term development strategy for Carless requires a flexible approach to delivery of the site: enabling remediation, infrastructure provision, and new development to meet market conditions and overcome the challenges presented by site conditions. Carless Policy 2 requires a masterplan to be prepared in advance of any individual development proposal and the masterplan should be submitted as part of any planning application for these sites and development proposals should be in accordance with the masterplan agreed by the Council.

Policy WD1 sets out requirements for waterfront development relating to design, public access and protection of Natura 2000 sites (Special Protection Area) and scheduled monuments (Forth and Clyde Canal). Policy FCC1 states that developments alongside the Forth and Clyde Canal should enhance it and that development proposals that would have an adverse impact will not be permitted.

Policies CP1 requires new development to take a design led approach to creating successful places and accord with Creating Places Supplementary Guidance. Policy CP2 requires development to integrate green infrastructure. Policy CP3 requires a masterplan for the Carless site.

Policy E7 restricts development that would adversely impact on Glasgow Airport operations or be adversely affected by airport noise.

Policy CON1 sets out transportation requirements for new developments including access by active travel and public transport.

Policy ENV1 protects Natura 2000 sites and SSSIs. Policy BE1 protects scheduled monuments and their settings and archaeological sites. Policy BE2 protects listed buildings and their settings (relates to Erskine Bridge). Policy ENV6 states development will not be supported on the functional flood plain. Policy ENV9 requires remediation of contaminated land to ensure a site can be made suitable for its future use.

In addition, these planning policy documents have policies which seek positive outcomes relating to matters such as design and placemaking, contaminated land, energy efficiency, provision of open space/green network, waste management, trees, telecommunication connections, soils, Glasgow Airport, noise, and air quality.

6. Main Issues

As outlined above the redevelopment of this existing brownfield site for mixed use purposes is supported by planning policy and by a masterplan approach. Fundamentally, the main challenge for the Planning Permission in Principle Masterplan is to ensure the proposals provide the requirements set out in the Development Strategy for the site:

- *Increase the business and industrial opportunities within West Dunbartonshire;*
- *To use the development of the site to enhance the Green Network;*

- *To provide a secondary access point to the site and upgrade the existing access*
- *To protect the Forth and Clyde Canal and its setting*
- *To protect the qualifying interests and qualities of the SPA and SSSI.*

The main issues requiring to be addressed by this planning permission in principle application will include the following.

Placemaking and Design Principles: Placemaking ambitions should be embedded into the proposals which in turn will inform the masterplan layout as it continues to evolve. The layout and architecture of the new development should ensure it maximises and takes advantage of its riverside location, deliver multi-functional green infrastructure spaces and biodiversity enhancements. The new development and masterplan should demonstrate that impacts upon surrounding landscape character, fabric and amenity have been carefully considered and guide future development of the site in terms of creating a quality place with character.

Green Network and Green Infrastructure: There is a requirement to provide a high-quality landscape within the built development area that integrates with the natural environment of the site. There is an expectation that proposals for green network enhancements should seek to achieve sustainable water management, habitat creation and protection, landscape setting and recreational open space together with provision for suitable public access. A Landscape Framework should complement the masterplan and sets out in detail the placemaking principles, objectives and parameters which detailed applications should address.

Contamination: As a result of its former use, the site is subject to contamination by hydrocarbons. Unlike many other brownfield sites, the entire Carless site is designated as Contaminated Land under Part IIA of the Environmental Protection Act 1990 with the central area of the site further designated as a Special Site under the same legislation. This then means that any future development will need to address all known contamination issues as well as investigate and assess that which is unknown. The application will require the applicant to assess and propose what further treatment/remediation and mitigation measures are required. This will be in terms of the specified uses in each development zone and for the site as a whole showing how the remediation will be phased through a masterplan approach.

Flooding: The site is subject to flooding constraints and both the Council and SEPA have set expectations for the redevelopment of the site to alleviate existing and predicted flood risks; provide suitable flood risk management; and pollution prevention and propose measures to protect the water environment quality. The proposal will need to carefully consider the likely construction and operational phase effects of the redevelopment of the site on the water environment, hydrology and flood risk from all sources. The developer has already indicated through pre-application discussions that this will be demonstrated through topographical surveys, hydraulic models; and the Flood Risk Assessment and the Environmental Impact Assessment.

Ecology: The area around the foreshore of the application site forms part of the Inner Clyde Special Protection Area (SPA) and development must not have an adverse effect on the SPA for which Redshank are the qualifying interest. An expert assessment to inform a project-level Habitats Regulations Appraisal (HRA) will determine impact of the development on the ecology interests of the SPA. It must propose tangible measures to address disturbance both during construction and operation of the various zones of the development.

Sustainable Transport: The proposals include the upgrade of the Erksine Ferry Road and creation of access point for a new access connection to Dumbarton Road (the new access road does not form part of this application). The infrastructure will also require to deliver and facilitate active travel modes, including path and cycle access, access to Old Kilpatrick Railway Station and nearby bus stops alongside other associated infrastructure to encourage public transport provisions.

Archaeology and Heritage: The site is adjacent to the Forth and Clyde Canal - Scheduled Monument and is in the shadow of 'A' listed Erskine Bridge. The masterplan and associated development will need to demonstrate that this will protect and enhance the Listed Bridge and Scheduled Monument and setting as well as any archaeological assets.

Residential Amenity - The closest residential dwellings to the site are located north east of the site on the northern side of Dumbarton Road (A814). These dwellings are separated from the site by the Forth and Clyde Canal and towpath, a tree belt and a disused railway corridor. The development will need to demonstrate that it does not have an adverse impact on residential amenity.

7. Next Steps

All Elected Members are invited to attend a presentation on the proposals by members of the design team, and to participate in a subsequent discussion.

Following this pre-application meeting, the applicant intends to finalise their planning application for submission and address any comments received during this meeting.

On receipt of any such application it would be advertised in the press, weekly list and the Council website to allow the public to view the plans and make representation. The application would then be presented to Planning Committee and Council for consideration and determination in due course.

Pamela Clifford

Planning, Building Standards and Environmental Health Manager

Date: 13th June 2023

Appendices: Master Plan

Wards affected: Ward 6: Clydebank Waterfront



The contractor is cautioned to check all dimensions, levels and relevant site conditions before any construction takes place.
DO NOT SCALE FROM THIS DRAWING.

STATUS - Planning

- KEY:
- Phase 2 Application Boundary
 - Adjacent land in ownership of applicant.
 - Indicative proposed fence line
 - Indicative potential connection to Dumbarton Road
 - Existing HV power line
 - Existing planting
 - Proposed planting
 - Secure, covered cycle stores
 - Indicative SuDS Swale

Potential uses of indicative development plots

- 1 Tier 1 Fabrication Shed. (Consented Phase 1 development)
- 2 Offices.
- 3 Tier 1 recycling building.
- 4 Tier 2 building.
- 5 Tier 1 ship repair facility.
- 6 University training facility.
- 7 Tier 2 facility.
- 8 Tier 2 facility.
- 9 Tier 2 production facility.
- 10 Tier 1 fabrication facility.
- 11 Tier 2 facility.
- 12 Tier 2 facility.
- 13 Tier 2 facility.
- 14 R&D/Tier 2 incubator units.
- 15 Publicly Accessible Cafe/ Interpretation Centre.
- 16 Creche/Nursery Facility.
- 17 Cafe, Management & Innovation Centre

(Refer to drawing 2819/200 for indicative floor areas)

R	Schedule of potential building uses added. Indicative SuDS swale locations shown	Not issued
Q	Indicative landscaping to the South side of the access road amended.	17.04.23
P	Flood compensation basin geometry amended.	09.02.22
O	Red line boundary adjusted	03.02.22
N	Layout of creche/cafe and adjacent access road revised; Parking numbers increased to reflect National Development Guidelines; Ex. tree planting along canal and disused railway line indicated; Boundary fence line indicated to SMP; Proposed planting along new access road indicated.	13.01.22
M	General amendments to text & graphics	25.11.21
L	CMF buildings rearranged.	11.11.21
K	Building 17, Central cafe/Park Hub indicated.	10.11.21
J	Super yacht yard removed and additional units shown. Treatment swale indicated & units re-numbered.	03.11.21
I	General amendments to building orientation, yards & parking. Plot 10 indicated. Nursery, cafe & R&D/incubator uses indicated.	27.10.21
H	Plots re-numbered. Building 5 yard amended. 60x20m building moved. Super yacht yard extended.	14.05.21
G	Units 2 & 5 dimensions amended on schedule & unit 9 added to schedule.	13.05.21
F	Amendments to buildings 5&8, building 8 added to yard and yard area 3 omitted. Buildings 10 & 11 omitted.	07.05.21
E	Layout completely redrafted to comply with agreed plot strategy.	30.04.21
D	Layout generally amended to reflect latest proposals for plots 4 & 8. Building 7 sub-divided. Drawing re-rendered.	19.09.20
C	Buildings 2 re-drafted as per Malin sketch & building 1 altered to suit.	17.03.20
B	Buildings 1 & 2 altered.	13.03.20
A	Layout revised in response to client comments.	10.12.19

gd lodge architects

crown house 152 west regent street glasgow G2 2RQ
www.gdlodge.co.uk projects@gdlodge.co.uk
0141 332 6804

CLIENT
Malin Group Ltd.

PROJECT
Scottish Marine Technology Park, Carless

DRAWING
Indicative Proposed Site Layout

SCALE	DATE	DRAWN BY	CHECKED BY
1:1250@A1	Dec. 2019	CDA	
JOB NO.	DRAWING NO.	REVISION	
2819	01	R	