

Supplementary Agenda

Planning Committee

Date: Wednesday, 20 March 2019

Time: 10.00

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

Contact: Craig Stewart, Committee Officer
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Dear Member

Item to Follow

I refer to the agenda for the above meeting of the **Planning Committee** which was issued on 7 March 2019 and now enclose a copy of the undernoted item which was not available for issue at that time.

Yours faithfully

JOYCE WHITE

Chief Executive

Undernote:-

Item to Follow

6 (c) /

- 6(c) DC18/272 – Erection of 149 flatted dwellings and four commercial units, associated car parking, amenity space and landscaping at Queens Quay, Clydebank by Wheatley Group.

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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: 14 March 2019

WEST DUNBARTONSHIRE COUNCIL

Report by Strategic Lead- Regulatory

Planning Committee: 20 March 2019

DC18/272: Erection of 146 flatted dwellings and four commercial units, associated car parking, amenity space and landscaping by the Wheatley Group.

1. REASON FOR REPORT

- 1.1** This application is categorised as a major development and under the approved scheme of delegation 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 wider Queens Quay site consists of 23 hectares of land which once comprised the majority of the former John Brown's shipbuilding yard. It extends for approximately half a mile along the northern bank of the River Clyde, and is bordered to the north by Glasgow Road and by the rear of buildings along Dumbarton Road. The site bounds Cable Depot Road to the west and Cart Street/Alisa Road to the east and is adjacent to the main A814 road and within 200m of the town centre shopping area at Sylvania Way South.
- 3.2** The site was last used for heavy engineering purposes in the early 2000s, and the only remaining structures on the site are the A-listed Titan Crane and the adjacent quay structures and hard standings around the old fitting-out basin. Planning Permission in Principle was granted in September 2016 for a mixed use development comprising predominantly residential development to the west with a mix of retail, commercial and leisure uses around the basin and a health quarter to the north of the basin (decision DC15/234). The consent included a Design Framework Plan which set out broad uses for each of the development parcels, key road and path routes, and civic/open spaces. It was also accompanied by

a design principles document to guide future development on the site. Detailed permission was granted in April 2017 for the formation of new spine road (including junction alterations at Cart Street, Alisa Road and Cable Depot Road), formation of public realm around the basin and river edge and a landscaping strategy for the full masterplan site. Detailed planning permission has also been granted for an energy centre, care home and health and care centre. Construction work on the physical infrastructure for the various uses, have started on the site with work completed on the quay walls and work steadily progressing on the spine road. Work has also commenced on the energy centre and care home.

- 3.3** The current application under consideration involves two separate sites to be developed for affordable housing for rent and these are referenced as sites A and B. Whilst the sites are separate, they are being considered under a single application for planning permission.
- 3.4** Site A is rectangular in shape and extends to approximately 1.59 acres in area and abuts Glasgow Road. Vacant land to the east is identified for future housing development as part of the Queens Quay masterplan (not part of this application) and to the south will be the new spine road from where the site will be accessed. To the west will be Titan Boulevard which will be a mainly pedestrian area with landscaping, high quality surfacing materials, street furniture and lighting and will link the Queens Quay site to Clydebank town centre and the extensive public realm area at the head of the basin. Site B is roughly square in form, abuts Glasgow Road and is approximately 0.19 acres in area and it is directly opposite Site A on the other side of Titan Boulevard. The site shares its western boundary with Wallace Street from where it will have a vehicular access to the proposed housing and the new health and care centre to the south.
- 3.5** A flatted development comprising 117 units is proposed on Site A. This will include 30 three bed flats, 68 two bed flats and 19 one bed flats. 9 flats will be wheelchair accessible. The building has been designed in a 'U' shape providing three street facing elevations to Glasgow Road, Titan Boulevard and the basin area and it will vary between 5 and 7 storeys in height. 86 car parking spaces will be provided to the rear in a courtyard with vehicular access taken from the spine road via a pend opening on the elevation to the basin. Forty-four of these spaces will have infrastructure in place for the installation of electric vehicle charging points. Pedestrian pends are proposed which will link Titan Boulevard with the rear courtyard and bin and bike stores will be accessed from these pends. Within the combined developments, there would be integrated secure storage for 146 bicycles and there will also be 22 racks to provide public/ visitor parking for bicycles. 791 square metres of commercial space will also be created on the ground floor and will be provided in four separate units all to be accessed from Titan Boulevard. The two corner commercial units - one at

the head of the basin and the other at the corner with Glasgow Road are larger in size (297sq m and 260 sq m respectively). These units are double height and are designed to accommodate coffee shop/ restaurant uses. The other two smaller units on Titan Boulevard (both 117 sqm) are designed to accommodate health and care related uses.

- 3.6** Site B comprises 29 flatted units to be managed by the Council. There will be 5 three bedroom, 17 two bedroom and 7 one bed flats which will be suitable for supported living. 5 units will be wheelchair accessible. The 6 storey building has been designed in an 'L' shape to define the corner of the Boulevard where it meets Glasgow Road and provides two principal elevations. Both sites A and B will be serviced by the new energy centre and a substation will be located within the building of site B. Access to a rear parking area comprising 10 spaces would be taken from Wallace Street together with access to the staff car park associated with the health and care centre. Bin stores are provided within the building and bicycle racks are provided within the landscaped areas to the rear.
- 3.7** The buildings are of contemporary, unique design and reflect the very high standard of design already approved for the health and care centre, energy centre and care home. Externally the buildings would be finished in a simple palette of materials of high quality clay bricks of porcelain white and light buff together with a dark charcoal and metal cladding. Gold cladding also features on the buildings on Glasgow Road and adjacent to the basin. Aluminium powder coated window frames are proposed on all the flatted units and commercial units.

4. CONSULTATIONS

- 4.1** West Dunbartonshire Council Roads Service has no objection subject to conditions regarding future allocation of parking that can be provided if required, the provision of electric charging points and a green travel plan including incentives to reduce reliance of the private car such as car clubs, bicycle hire, and incentives for use of public transport.
- 4.2** West Dunbartonshire Council Environmental Health Service has no objections subject to conditions relating to contaminated land, hours of working, noise, piling and dust and flue extraction.
- 4.3** West Dunbartonshire Council Regeneration Service supports the regeneration of this site for high quality affordable housing.
- 4.4** West Dunbartonshire Council Asset Management Service, Historic Environment Scotland (HES), Scottish Natural Heritage (SNH), Scottish Environmental Protection Agency, Scottish Water and Strathclyde

Partnership for Transport (SPT) all have no objection to the proposed development.

- 4.5** Police Scotland has no objection to the proposed development and note that the area itself has a low crime rate and that attention should be given to lighting and natural surveillance and the Council's road traffic regulations.

5. REPRESENTATIONS

- 5.1** One representation has been submitted by a local resident of Glasgow Road noting a number of concerns with the proposed development. These points can be summarised as follows:
- The proposal will overshadow the flats at the opposite side of Glasgow Road;
 - The proposal will impact on the privacy of the residents of the flats at the opposite side of Glasgow Road;
 - There is no plan provided showing the proposal in relation to the flats on Glasgow Road;
 - The design and materials of the building are out of keeping with the area;
 - There will be traffic and parking problems;
 - Noise will be excessive during construction. There should be no construction works in mornings, evenings or at all at weekends;
 - The houses and commercial proposals will lead to increased noise once developed.

6. ASSESSMENT AGAINST THE DEVELOPMENT PLAN

West Dunbartonshire Local Plan 2010

- 6.1** The Queens Quay site is identified as a redevelopment opportunity site suitable for predominantly residential mixed use development. Policy RP1 encourages the redevelopment of vacant and derelict land, whilst Policy GD1 outlines the need for all new development to be of a high design quality and to maintain or enhance the character and amenity of the surrounding area. Policy T4 requires development sites to be well integrated into walking, cycling and public transport routes. The development proposals are considered to comply with these policies as discussed 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 site is identified as a 'Changing Place' and it sets out a housing-led mixed-use development strategy for the site and includes opportunities for enhancement of green infrastructure and access improvements. Policy DS3 requires significant travel generating uses to be accessible by public transport, whilst Policy DS1 sets out general expectations for the quality of new development, including that it be distinctive, adaptable, resource-efficient, easy to get to and move around, safe, pleasant and welcoming. Policy GE5 presumes against development that would impact on the operations of Glasgow Airport or which would be adversely affected by aircraft noise. The development proposals are considered to comply with these policies as discussed below.

7.3 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.

7.4 Queens Quay has its own development strategy and place based policies aimed at supporting the redevelopment of the site for a mixture of uses along with green infrastructure and access enhancements. Policies CP1-CP4 are applicable in terms of design, green infrastructure and a masterplanning approach and Policy CON1 in terms of sustainable travel. These policies are all related to enhancing the quality of design and place and the development proposals are considered to comply with these policies, as discussed below.

7.5 Principle of development
The principle of housing and commercial use has already been established by the granting of Planning Permission in Principle for the wider site and the approval of a Design Framework plan for the site. In addition, planning permission has been granted for the phase 1 infrastructure works including the spine road which will provide vehicular access to site A. The current proposals reflect the aspirations set out in the approved Design Framework for high quality housing within Queens Quay and high density flatted development above commercial properties at the head of the basin and along Titan Boulevard. The proposed buildings have active frontages with Glasgow Road, Titan Boulevard and

the head of the basin and will provide a very important role by activating the area in both the day time and evening. The amount of commercial floor space proposed (791sq m) complies with the terms of the conditions imposed on the Planning Permission in Principle which limited the total commercial floor space for the Queens Quay site to 3000 sq m. Considering the above, the proposal complies with the approved Design Framework and the phase 1 infrastructure works, and the principle of the development is considered to be acceptable.

Building Design

- 7.6** Given the location of the sites at a key gateway to Queens Quay from Glasgow Road and the prominence of site A from the head of the basin, it is intended that the buildings will become focal points and landmark features of the Queens Quay site. This housing development will be the first housing development constructed on the site if approved. Therefore it is important that it is viewed as a benchmark in terms of design quality and place-making ambitions for future housing development on the wider Queens Quay site. This development will also sit alongside the other development already either consented or under construction and therefore it requires to respect and achieve the same outstanding design quality already achieved for Queens Quay. It was within this context that a significant amount of time was therefore invested by both planning and housing officers in achieving an exceptional design and material finish for this affordable housing development.
- 7.7** In site A, each of the building units have been designed as individual buildings but brought together with the commonality of design and materials. A variety of design features including projecting and recessed elements and staggered roof lines that break up the overall massing and characterise the development. At the corners with Glasgow Road and the head of the basin the height of the buildings increases to define the corner and create presence and effect. At ground floor the units will be occupied by commercial uses such as coffee shops, restaurants and health and care related uses and will provide a focal point and activity at the entrance to the Queens Quay site from Titan Boulevard and at the interface with the public realm space at the head of the basin. The simple palette of materials includes high quality clay bricks of porcelain white and light buff together with a dark charcoal metal cladding. Careful consideration has been given to the proposed materials to ensure they are durable in the long term given the site characteristics but also they give an exceptional quality development with the “wow” factor. Gold metal cladding features to highlight the important architectural features at the corners of the buildings and on the elevation facing the basin. This will compliment the materials used on the energy centre especially the 30 m high flue. The use of metal cladding is a ‘nod’ to the industrial past of the site but will provide an “eye-catching” attractive and practical material that will wear well with low maintenance. Aluminium window frames finished in a powder coated

charcoal colour would be used throughout the development and will give a clean, minimal look with improved sightlines and will allow more natural light into rooms. The use of high quality materials was of particular importance to be consistent with the design but also to ensure that the development stands the test of time. The facing materials have been selected because of their long term durability and suitability for the marine environment and because of their aesthetic quality and compatibility with the materials selected for the adjacent health and care centre and other consented developments which contributes to creating a unique identity and character for Queens Quay.

- 7.8** The building on Site B, although a much smaller site, has its own unique characteristics but has been designed to complement the building on Site A in terms of design and material finish and to ensure a visual connection and the same prestige. They collectively provide a unique overall development. The building on site B overlooks and has a strong interface with both Glasgow Road and Titan Boulevard with more height and prominence defining the corner of the Boulevard where it meets Glasgow Road. The elevation to Wallace Street has the same attention to detail and material finish as the two principal elevations. It has large windows and balcony features looking out towards the landscaped areas, parking/ bicycle provision and Wallace Street beyond. This approach will give Wallace Street an active frontage which it does not have at present. The building is to use the same palette of materials as the building on Site A with dark charcoal metal cladding featuring on the upper aspect of the building and also on recessed wall sections and balconies adding visual interest and a strong contrast with the principle material of porcelain clay bricks. Subtle hints of gold are also proposed to be incorporated on the balconies further connecting the building with the gold feature cladding on site A. Overall the design of the housing embraces the design principles of the Planning Permission in Principle and the design and housing policies of the Adopted and Proposed Plans and the Council's Residential Development guidance.

- 7.9** Sites A and B have been designed to ensure there will be no adverse impact on neighbouring amenity in terms of overlooking/ privacy implications or overshadowing. There is adequate separation distance between the sites and the existing residential properties on Glasgow Road.

Landscaping

- 7.10** Open space will be provided within the courtyard to the rear of site A and will include drying greens and a seating area. An avenue of native trees will be planted along the eastern edge of the courtyard providing a boundary and a soft edge to the development site. Trees and native hedging will border the area of open space and pockets of grassed areas

and specimen shrubs will also be planted. The scheme of tree planting will compensate for the loss of the existing trees on the northern boundary of sites A and B with Glasgow Road. The use of native species will help create opportunities for biodiversity and will provide greening of the car park, adding colour and interest. Site B has pockets of landscaping and native planting along its boundaries enhance its setting. Whilst a housing development of this size would normally require more open space, the Queens Quay site has substantial areas of public space along Titan Boulevard, at the head of the basin and along the line of the waterfront together with a number of pocket parks. The residents of this development will have ready access to these areas together with people accessing the other facilities on the Queens Quay site. Therefore it is considered that the provision of open space provided is acceptable within the overall context of the Queens Quay site and complies with the principles of the “Our Green Network” Planning Guidance.

Relationship to the Basin, Titan Boulevard and Connectivity

- 7.11** This housing development together with the health and care centre will provide strong focal points at the head of the basin. The commercial unit at the head of the basin has been designed with a large glass frontage and mezzanine level in order to maximise the waterfront location. There is capacity on the pavement area outside the commercial unit to accommodate outdoor seating/eating which will further activate this area. Uses that are likely to be proposed are coffee shop / restaurant type uses that can make use of the outdoor space and activate the frontage and compliment the activities within the public square as well as provide a night time economy. Both the healthcare centre and the commercial unit have direct frontages with Titan Boulevard which will also provide an area of quality public realm space together with other commercial units. Access to the housing units and the pedestrian pends will ensure an active environment along Titan Boulevard and at the basin area. The housing is also well connected to the surrounding area through the use of the pedestrian pends and footpaths connecting to the Boulevard, Glasgow Road, Wallace Street and the health and care centre. The permeability of the site will encourage walking and ensure pedestrians can easily pass through the site while travelling to other parts of the Queens Quay site, College and the Clydebank Leisure Centre.

Public Transport

- 7.12** The site is well located in relation to existing bus and rail services with Clydebank train station and Chalmers Street bus station both within 200 metres of the site and plans are at an initial stage to create a new modern purpose built transport hub. Site A is also located on the main spine road that will run through the Queens Quay site, which has been designed to allow buses to serve the site. A financial contribution was secured as part of the wider site Planning Permission in Principle in order to facilitate

buses accessing the Queens Quay site. At present discussions are underway with SPT regarding the best way to use this financial contribution. A bus stop at the head of the basin is proposed as well as one on the A814 at the top of Titan Boulevard where it meets Glasgow Road. The recently approved 'Connecting Clydebank' scheme will also bring benefits to the Queens Quay site and the immediate area with improved cycle network connections, the introduction of a 20mph speed limit, improved pedestrian crossings, bus stop improvements (wider footways and broader kerbs) and public realm enhancements through the use of quality paving materials which will link into Titan Boulevard.

Parking and Sustainable Travel

- 7.13** Eighty-six parking spaces including 6 disabled bays are proposed for site A and 10 spaces, including 2 disabled bays for site B. Given the location of the site in close proximity to Clydebank town centre and the accessibility to public transport this is considered acceptable. A further 35 spaces can be provided if required in the future however this would result in a reduction in the private amenity space provided within the courtyard. A review of the parking arrangements will be carried out after 12 months of the full occupation of the flatted units to establish if there are any parking issues and if necessary, the additional 35 spaces can be provided. The access to the rear courtyard parking area of site A will be gated, ensuring it is accessible to residents and for servicing only.
- 7.14** The applicant is also proposing measures and incentives to reduce reliance on the private car. This includes the introduction of a car club which are already successful across Glasgow and Edinburgh, and once signed up as a member, residents can pre-book cars online or over the phone. A 'smartcard' provides access to the car and records mileage and the user is charged through their debit card, once the car is returned. Two parking bays will be reserved for use by car club vehicles only. These will be located to the south of the site and accessed from the spine road. Installation of retractable bollards or similar will prevent use by non-car club users. A 'rent a bike' station and racks are proposed next to the basin and will be available for residents and the public and managed in a similar way to the car club. Specific details of the operation and management of the car club and 'rent a bike' will be agreed through condition. Secure and private bike storage for all 146 residential units is provided across sites A and B. Every resident will be issued with a welcome pack on occupation of their property detailing local bus and rail timetables, walking distances and routes to bus and rail services. Details of car sharing websites will also be provided so residents can identify and make contact with people travelling similar routes. The infrastructure required for charging electric vehicles will also be provided for 44 spaces in the courtyard of site A to encourage the use of electric vehicles and reduce emissions. All of the above measures are supported by the

Council's Roads Service in order to support and facilitate a sustainable development and Policy CON1 of the LDP2 which encourages more sustainable means of travel.

Technical Issues

- 7.15** SEPA and Scottish Water are satisfied that matters relating to flooding, finished floor levels and surface water drainage have been adequately addressed. Environmental Health has been extensively involved in this and the wider site in terms of the agreeing remediation measures for the treatment of the site contamination issues. A noise assessment has been provided however further mitigation measures will be required to be agreed to ensure that the amenity of existing residents of Glasgow Road will not be adversely impacted during the construction phase of the development and that new residents will not be impacted post construction by existing nearby premises such as the snooker club or by the operation of the new commercial units and district heating substation located within the building of site B.
- 7.16** For site A, both residential and commercial waste collection will be from the rear courtyard. Servicing/ deliveries to the commercial units will be from Titan Boulevard and this will be limited to early morning to minimise disruption as priority will be given to pedestrians. Areas will be allocated within the building units for commercial waste storage and there are also two areas within the courtyard allocated for operators who may have food waste. Waste collection for site B will be from Wallace Street.

Elected Member Briefing

- 7.17** In December 2018 a meeting was held with Members to advise them of a forthcoming planning application for housing and commercial uses on sites A and B and to provide them with an opportunity to highlight any issues that they consider the future application ought to 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: Placemaking, relationship with existing area, accessibility, parking and refuse, open space and contamination. Members welcomed the quality of design and materials of the housing. However they asked that careful consideration be given to the provision of adequate car parking, that this be monitored and that provision for additional parking can be provided should it be required in the future. Also, that the use of the retail/ commercial units is also carefully considered to ensure a variety of appropriate uses that reflect the quality of place. These matters have been addressed in terms of the submitted application.

Place and Design Panel Report

- 7.18** In May 2018, the proposed development was presented to the Place & Design Panel by the applicant's architect. The Panel consisted of

Architects, Landscape Architects and Planning professionals. The Panel discussed the relationship with the development site and the surrounding area, opportunities to create a quality interface and public realm space on Titan Boulevard and at the head of the basin, building height, massing, materials, landscaping and open space. The Panel drew attention to the vast gable of the Lucky Break snooker club on Wallace Street and suggested that site B be designed with cognisance of the area between the site and the snooker club and that it needed an active frontage. Overall, the Panel felt that this was a positive development for Queens Quay and were encouraged by the aspiration to achieve an outstanding affordable housing development that will set a benchmark for other development on Queens Quay. The observations and recommendations of the Panel has influenced the final design of the development.

8. CONCLUSION

- 8.1** This development represents the first housing proposals for the Queens Quay site and therefore it will set a very high standard for future residential development on the site. The aspiration for Queens Quay is to create outstanding development which reflects the industrial heritage of the site but will improve the future economic prosperity and fortunes of Clydebank. High quality development has already been established by the health and care centre, energy centre and care home and this development compliments these high ambitions. The design of the building has undergone a long and robust design process in terms of quality and placemaking. It will provide a high quality living environment for future residents with opportunities for accessing public spaces and direct access to the waterfront. The commercial units will activate the streetscene on Glasgow Road, Titan Boulevard and the public realm space at the head of the basin and will also contribute to an evening economy. The development also supporting more sustainable means of travel and its close proximity to Clydebank town centre and good bus and rail links allows this to be achieved.
- 8.2** The housing development is consistent with local planning policies and the approved Design Framework and Design Principles for the site. The buildings and its surroundings will contribute to the further regeneration of the area and provide very high quality housing for residents of Clydebank.

9. CONDITIONS

- 1. The materials to be used on the development hereby approved shall be a mix of Michelmersh Porcelain White Smooth and Ibstock Bradgate Light Buff facing brick, matching mortars, Ash and Lacey aluminium rainscreen, Lineal F System in grey (RAL 7022) and gold (RAL 1036) and grey Aluminium clad (Aluclad) timber windows (Ral 7022). All external materials shall be implemented as per the approved plans unless otherwise agreed in writing by the Planning Authority.**
- 2. Prior to the commencement of development on site, details of the location, material and colour of all rainwater goods shall be submitted for the approval in writing of the Planning Authority. Thereafter the rainwater goods shall be installed as approved.**
- 3. If any materials, including windows, require to be replaced at any time during the lifetime of the building then this shall be carried out in accordance with the approved materials specification detailed in conditions 1 and 2 above unless otherwise agreed in writing by the Planning Authority.**
- 4. Notwithstanding the provisions of Class 4a of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended) no satellite dishes, aerials or telecommunications apparatus shall be installed on the front or rear elevations of the buildings hereby permitted. For the avoidance of any doubt, the installation of any such equipment shall be permitted within the roof space only and shall not project above the parapets.**
- 5. Unless otherwise agreed in writing no commercial unit shall be occupied until full details of the signage to be erected on the unit is submitted for the written approval of the Planning Authority and implemented as approved.**
- 6. Unless otherwise agreed in writing by the Planning Authority, no development shall commence on site until samples of all hard surfacing and edging materials throughout the housing site shall be submitted for the written approval of the Planning Authority. Such details shall include the provision of sample panels showing options for the material to be used in the pends of site A and shall be co-ordinated with the materials for Titan Boulevard. The agreed materials shall thereafter be implemented as approved prior to the occupation of first flatted unit.**

- 7. Unless otherwise agreed in writing, no development shall commence on site until full details of the design and location of all walls, fences and gates to be erected on site shall be submitted for the approval in writing of the Planning Authority and implemented prior to the occupation of the building.**
- 8. The approved landscaping scheme for the entire development, including the picnic seating area in the courtyard of site A, shall be implemented not later than the next appropriate planting season after the first occupation of the first flatted unit and shall thereafter be maintained in accordance with these details. No landscaping details or features shall be altered or removed without the prior written approval of the Planning Authority.**
- 9. The SUDS hereby approved, shall be designed to ensure that any contaminants present on the site are not mobilised and that pollution pathways are not created. The SUDS scheme shall thereafter be formed and maintained on site prior to the occupation of any buildings and in accordance with the approved details.**
- 10. Twelve months after the first occupation of the residential developments, a parking review including a methodology statement to be agreed with the Planning Authority shall be undertaken to ascertain levels of parking and to establish whether there are any parking related problems associated with the development. The findings and recommendations of the review shall be submitted for the written approval of the Planning Authority and any actions recommended in the review shall be implemented in a timescale agreed with the Planning Authority.**
- 11. Prior to the occupation of the first flat, full details of the car club and rent a bike schemes shall be submitted for the approval in writing of the Planning Authority. This shall include details of the car club and rent a bike operators and details of the management, maintenance and operation of the schemes. Thereafter, no more than 88 flats in site A shall be occupied until the car club and rent a bike schemes are fully operational and the schemes shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority.**
- 12. Prior to the occupation of first flat, details of the proposed management of the two designated car club spaces, for the sole use of the car club vehicles, shall be submitted to and approved in writing by the Planning Authority. Thereafter, no more than 88 flats in site A shall be occupied until the car club parking spaces are implemented as approved and in accordance with the management**

details agreed under the terms of this condition and shall be available for use at all times and be delineated on site.

- 13. Prior to the occupation of the first flatted unit in either site A or B the respective parking areas shall be completed to the final approved finished surface and spaces shall be delineated and available for car parking use at all times.**
- 14. Prior to the occupation of the first flat, a residential information pack shall be submitted for the approval in writing of the Planning Authority. It shall include the following information:**
 - a. details of local bus and rail timetables and electronic links;**
 - b. a map illustrating routes to access public transport and walking distances;**
 - c. a map of the local cycling network in relation to the development site;**
 - d. details of car sharing websites;**
 - e. Information on electric vehicle charging availability within the site;**
 - f. details of operation and management of car club and rent a bike schemes available to residents as detailed in conditions 13 and 14 above;**
 - g. details of private bicycle storage arrangements on site.**

Thereafter, the approved information pack shall be provided within every flatted unit prior to its occupation.

- 15. Prior to the occupation of the first flatted unit, the infrastructure required for electric vehicle charging shall be installed in accordance with the approved plans.**
- 16. Prior to the occupation of the first flatted unit an updated bird hazard management plan shall be submitted for the approval in writing of the planning authority and implemented in accordance with the approved details.**
- 17. No development (other than investigative works) shall commence on site until such time as an updated report on the nature and extent of contamination of the site has been submitted to and approved in writing by the Planning Authority. An appraisal of remedial options, including a detailed remediation scheme based on the preferred option is required.**
- 18. No development (other than investigative works) shall commence on site until such time as a 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 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.

19. 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.
20. 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. 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.
21. No development shall take place on site until such time as an updated noise impact assessment has been submitted to and approved in writing by the Planning Authority. This noise impact assessment shall include:
 - a. an assessment of the potential for the proposed use of the new commercial units to cause noise nuisance affecting residential properties.
 - b. an assessment of the potential for occupants of the development to experience noise nuisance from nearby existing sources, using BS 4142: 1997 'Method for Rating

Industrial Noise Affecting Mixed Residential and Industrial Areas'

Where potential noise 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 measures shall be implemented prior to the development being brought into use and shall thereafter be retained in accordance with the approved scheme. Should the approved noise attenuation scheme impose restrictions upon the way in which operations on the site are carried out, the site shall be operated in this manner unless otherwise approved in writing by the Planning Authority. The noise impact assessment and any recommendations in respect of attenuation measures shall be prepared by a suitably qualified person.

22. 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.

23. During the period of construction, all works 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

24. No piling works shall be carried out until a method statement has been submitted to and approved in writing by the Planning Authority. This statement shall include an assessment of the impact of the piling on surrounding properties, taking into account the guidance contained in BS 6472-1: 2008 'Evaluation of Human Response to Vibration in Buildings'. It shall detail any procedures which are proposed to minimise the impact of noise and vibration on the occupants of surrounding properties. This statement shall be prepared by a suitably qualified person, and the piling works

shall thereafter be carried out in accordance with the approved method statement.

25. No development shall take place on site until such time as details of the design of the lights have been submitted to and approved in writing by the Planning Authority. The lights shall then be implemented in accordance with the approved details and shall be maintained in this condition. Any subsequent changes to their position, design or specification shall be subject to the prior written approval of the Planning Authority.
26. Unless otherwise approved in writing by the Planning Authority, no development shall commence on site until such time as a scheme for the control and mitigation of dust has been submitted to and approved in writing by the Planning Authority. The scheme shall identify likely sources of dust arising from the development or its construction, and shall identify measures to prevent or limit the occurrence and impact of such dust. The approved scheme shall thereafter be implemented fully prior to any of the identified dust generating activities commencing on site and shall be maintained thereafter, unless otherwise approved by the Planning Authority.
27. Details for the storage and the collection of waste arising from the approved housing and commercial developments shall be submitted to and approved in writing by the Planning Authority. The agreed details shall be in place prior to the occupation of the approved development and thereafter be maintained thereafter.
28. Prior to the commencement of development on site details of an adequate sized grease trap shall be submitted to and approved by the Planning Authority in consultation with Environmental Health and thereafter it shall be installed prior to the use being operational and maintained thereafter.
29. Prior to the commencement of development on site, details of any flue system/ extraction system shall be submitted to and approved by the Planning Authority. The submitted details shall include the noise output and filter system. The approved flue/extraction system shall be implemented prior to the use being brought into use and shall be maintained thereafter.

Peter Hessett
Strategic Lead- Regulatory
Date: 12 March 2019

Person to Contact: Pamela Clifford, Planning, Building Standards and
Environmental Health 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. Place and Design Panel report - May 2018
and;
6. Representations.

Wards affected: Ward 6 (Clydebank Waterfront)

Map Register No: HQ620

Date: 14 March 2019

DC18/272

Erection of 149 flatted
dwellings and four
commercial units,
associated car parking,
amenity space and
landscaping

Queens Quay Full Dev Site
Cart Street
Clydebank

