

WEST DUNBARTONSHIRE COUNCIL**Report by Planning, Building Standards and Environmental Health Manager****Planning Committee: 17th January 2024**

DC23/113/MS: Details relating to the first Approval of Matters Specified by Condition (AMSC) application (Phase 1 and 2 works only) for conditions:
1(a) (development platforms and site layout, roads, access arrangements, parking areas, footpaths, waterfront walkway, green corridors, open space, boundary treatments and drainage infrastructure),
1(d) (landscape and streetscape plans showing the locations and species of all proposed trees, shrubs, hedges - Phase 1 works only),
12 (compliance with landscape framework and strategy),
23 (reconfiguration of cycle route),
24 (bus stop provision and review) and
30 (updated species survey and species protection plans) attached to Planning permission in principle (PPiP) reference DC20/088 at land at the former Dunglass Oil Terminal, Dumbarton Road, Bowling by West Dunbartonshire Council.

1. REASON FOR REPORT

- 1.1** This application considers the approval of matters specified by condition in connection with a planning permission in principle for a development that in the hierarchy of development proposals was a major planning application as defined by The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009, which was previously considered by the Planning Committee. 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 below.

3. DEVELOPMENT DETAILS

- 3.1** The application site extends to approximately 56 hectares and is located on the northern bank of the River Clyde. It is bounded by the River Clyde, the Glasgow to Dumbarton and Helensburgh railway line and the A82 Trunk Road. The national cycle route - NCN7 runs along the northern boundary of the site and cuts across the western part of the site. The cyclepath provides a local route to Bowling and Dumbarton as well as onto Glasgow and Balloch beyond.

Two Category B listed buildings comprising Dunglass Castle and Obelisk Memorial to Henry Bell are also found within the site. The Inner Clyde Special Protection Area (SPA), Ramsar Site (Wetlands of international importance) and the Milton Burn Sites of Special Scientific Interest (SSSI) overlap and border the site to the south, along the River Clyde foreshore.

3.2 The majority of the site comprises land of the former Dunglass Oil Terminal which was previously occupied by and currently remains under the ownership of Exxon Mobil and Esso Petroleum Company Limited. This was historically used as a fuel distribution terminal from the 1920s until the 1990's. While the majority of the site comprises the former oil terminal, there are other sections of land within the application site under separate ownership. The application site also extends beyond the former oil terminal to include surrounding, existing road infrastructure. The former terminal has been vacant and unused since decommission and clearance was completed in 2001. Other land subject to the application includes fields and strips of land under private ownership and the Council is progressing the purchase of the whole application site. An extensive programme of remediation of parts of the former oil terminal site was granted planning permission in 2019 (ref DC18/013). This comprises of works for areas known as Centerfield, Garden, Northfield and Westfield. A further planning permission was granted in December 2020 (ref DC20/182) for an alternative revetment solution along the Centrefield frontage. The Eastfield area of the site has previously been remediated in 2014 under planning permission DC11/218. Esso and EXXON Mobil are currently undertaking the remediation works granted under the DC18/013 permission. It is currently expected that this work will be concluded by the end of February 2024 although there is a subsequent monitoring period thereafter.

3.3 In December 2020, planning permission in principle was approved (ref DC20/088) for the re-development of the site comprising a mixed use development through a masterplan approach comprising of:

- Up to 44,450m² of commercial and industrial development comprising a mix of storage, distribution, industrial, business and office space;
- a new spine road with associated drainage and lighting infrastructure;
- Upgrades to the public road network;
- A new junction on the A82 at Dumbuck with closure of the existing junction;
- A remodelled junction on A82 at Dunglass;
- An enhanced routing of a section of the National Cycle Network Route 7;
- A new underbridge of the Glasgow-Dumbarton Railway at the western access to the site;
- A new railway overbridge at the eastern access to the site;
- Flood mitigation works;
- Site drainage works;
- Landscaping, green corridors and green open space;
- Environmental mitigation works;
- Establishment of platforms for development across the site.

3.4 This application considers the details submitted for the approval of matters specified in conditions 1(a & d), 12, 23, 24 and 30 in respect of the above Planning Permission in Principle Permission (DC20/088). These conditions relate to the following details:

- Condition 1 (a) - Development platforms and site layout plans showing the position of all buildings, roads, access arrangements, parking areas, footpaths, waterfront walkway, green corridors, open space, boundary treatments and drainage infrastructure;
- Condition 1 (d) Landscape and streetscape plans showing the locations and species of all proposed trees, shrubs, hedges – in relation to the Phase 1 works only;
- Condition 12 - Supporting report to demonstrate accordance with Landscape Framework and Strategy – in relation to Phase 1 works only;
- Condition 23 - NCN7 reconfiguration plans;
- Condition 24 - Bus Stop Provision Report; and
- Condition 30 - Species Survey/Species Protection Plan.

3.5 The redevelopment of the site forms part of the Council's City Deal project. The development will provide a platform for major industrial and commercial development whilst, at the same time, provide road and infrastructure improvements to relieve pressure and provide an alternative route to the A82 through Milton. The development of the site will be progressed through 4 phases as follows:

- Phase 1 – road infrastructure work covering the eastern junction works at Dunglass, western junction works at Dumbuck, the eastern railway overbridge, western railway underbridge and the new spine road through the site.
- Phase 2 - creation of three development platforms (East, Central and West).
- Phase 3 - landscaping and utilities and energy infrastructure facilities.
- Phase 4 - on-site buildings, Dunglass Castle and Henry Bell Obelisk works.

The current application considers phases 1 and 2 only. No buildings are currently proposed and any layout on the platforms is purely indicative at this stage.

3.6 Whilst condition 1 (a) includes the requirement for details relating to the waterfront footpath, green corridors, open space, the position of buildings and parking areas, these aspects of the condition are not considered in the current application submission. As with any large scale redevelopment site of this nature, it is expected that the detail of the development will be brought forward through multiple applications for matters specified by condition. The remaining details within Condition 1 (a) and Phases 3 and 4 will therefore come forward as part of future planning applications.

- 3.7 In support of the application submission the applicant has provided updated ecology and protected species surveys, bus stop provision report and a supporting report to demonstrate accordance with the Landscape Framework and Strategy.

4. CONSULTATIONS

- 4.1 West Dunbartonshire Council Roads Service have no objections on roads or flooding matters to the proposed development. However it is advised that further traffic modelling data is required in respect of the westbound bus stop position on the A814.
- 4.2 West Dunbartonshire Council Environmental Health have no objections subject to conditions in respect of an updated Construction Environmental Management Plan and material management and verification.
- 4.3 West Dunbartonshire Council Biodiversity Officer offers no objections but it is advised that the recommendations and mitigation identified in the ecology report is followed and tool box talks are provided to site personnel.
- 4.4 NatureScot offer no objections but set out a detailed position on assessing and mitigating any impact on the wintering birds of the Inner Clyde Special Protection Area / Site of Special Scientific Interest
- 4.5 Royal Society for the Protection of Birds offer no objections but highlight a number of points in respect of updated ecology surveys, impact upon the SPA/SSSI, biodiversity enhancement and a Tern colony within the site.
- 4.6 Transport Scotland offer no objections but highlight the requirements of conditions 20 and 21 of the planning permission in principle and the need to agree the final detailed design for the Trunk Road works.
- 4.7 Strathclyde Partnership for Transport have no objections although a preference for an accessible three bay bus shelter to the eastbound bus stop on the A82 is highlighted together with concern regarding the proximity of the westbound bus stop on the A814 to the signalised junction.
- 4.8 Scottish Environmental Protection Agency, Historic Environment Scotland and Network Rail have no objections to the proposed development.
- 4.9 Sustrans have not responded at the time of writing this report.

5. REPRESENTATIONS

- 5.1 Six objections have been received in connection with the application. The detail of each submitted representation is available in the electronic planning file for the application and available for public viewing. The points and concerns raised can, however, be summarised as follows:

- The proposal will result in the loss of trees within the site, including two trees which may be around 200 years old together with a further 15 similar trees.
- Tree removal would be contrary to proposed LDP2 and NPF4 and trees being removed are potentially within or adjacent to the SPA and SSSI.
- An existing wildlife pond is found on the site and this is potentially within or adjacent to the SPA and SSSI. The pond should be retained.
- The proposal does not protect and enhance biodiversity and natural assets as required by NPF4.
- Not much of the site is being kept as existing woodland or grassland.
- New landscaping proposals would be inferior to existing specimens.
- The proposal will develop greenspace and thus reduce access to these areas.
- The proposal does not meet climate change commitments.
- The area is at risk of flooding.
- The areas of the site within the Green Belt should be protected from development.
- Felled trees should be used for structures within the site including benches, sculptures and wildlife features.
- No details are provided in respect of the Sheepfold area of the site.
- Equestrian access requires to be incorporated into the whole site.
- Quadbike and scrambler bike access requires to be prevented.

The points of objection are addressed in Section 7 below.

6. ASSESSMENT AGAINST THE DEVELOPMENT PLAN

National Planning Policy 4

- 6.1** National Planning Framework 4 (NPF4) did not form part of the adopted development plan at the time the application for Planning permission in principle was determined. Whilst the granting of planning permission in principle is not revisited in the context of NPF4, it is now part of the adopted development plan against which the current, and any future applications for matters specified by condition are required to be assessed against NPF4.
- 6.2** Policy 1 relates to tackling the climate and nature crises and states that when considering all development proposals significant weight will be given to the global climate and nature crises. Policy 2 also relates to the climate in the form of climate mitigation and adaptation and states development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible and development proposals will be sited and designed to adapt to current and future risks from climate change. The principle of the redevelopment of the site is established and the current application under consideration does not raised any new matters with reference to these policies.
- 6.3** Policy 3 requires development proposals to contribute to the enhancement of biodiversity. The policy goes on to set out the requirement for proposals for national and 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 6 addresses development proposals that impact upon trees. Policy 7 addresses the historic environment and requires development proposals to fully assess the impact on historic assets or places including listed buildings. This is relevant to Dunglass Castle and Henry Bell Obelisk which are listed buildings within the site.

- 6.4** Part of the site is identified as being within the Green Belt and Policy 8 sets out the circumstances where development within the Green Belt is appropriate. This includes essential infrastructure as defined by NPF4. Transport proposals and travel networks identified by the Local Development Plan fall under the definition of essential infrastructure and such proposals are identified for this site in proposed Local Development Plan 2. In any case, with Planning permission in principle having already been granted for the development of the site, no further assessment is required in this respect of this Policy.
- 6.5** As the site has been previously developed, Policy 9 addressing brownfield, vacant and derelict land applies. Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported.
- 6.6** Policy 13 supports proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs. Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale as per Policy 14. Policy 15 relates to local living and 20 minute neighbourhoods. Development proposal will contribute to local living including, where relevant, 20 minute neighbourhoods. Policy 18 supports development which provide infrastructure in line with that identified in Local Development Plans and their delivery programmes. The provision of the new transport infrastructure within the site is identified in proposed Local Development Plan 2
- 6.7** Green infrastructure is considered through Policy 20. Proposals that result in fragmentation or net loss of existing green infrastructure will only be supported where it can be demonstrated that the proposal would not result in or exacerbate a deficit in green infrastructure provision, and the overall integrity of the network will be maintained.
- 6.8** Policy 22 requires that proposals will not increase the risk of surface water flooding to others, or itself be at risk; manage all rain and surface water through sustainable urban drainage systems (SUDS), and seek to minimise the area of impermeable surface. Policy 23 does not support proposals which are likely to raise unacceptable noise issues.
- 6.9** It is considered that the application proposal being assessed complies with the relevant policies of NPF4 and is assessed fully in Section 7 below.

- 6.10** Part of the site is identified as being within the Green Belt with Policy GB1 setting out the circumstances where development within the Green Belt is appropriate. This includes there being a specific locational requirement and established need for the development. In assessing the application for Planning permission in principle for the site (ref DC20/088) it was concluded that a site specific locational requirement and need had been sufficiently established and justified in accordance with this policy. With Planning permission in principle having already been granted for the development of the site, no further assessment is required in this respect.
- 6.11** A significant portion of the site is identified as a Specialised Economic Development Site, where Policy LE4 supports the redevelopment of this site for employment uses. Policy LE6 also identifies much of the site as a Strategic Employment Location. Policies UR1 and RP1 supports the re-development and regeneration of vacant sites within the urban area and Policy GN1 states that new development should contribute positively to the protection and improvement of the Green Network. In granting Planning permission in principle it was concluded that the proposed development accorded with these policies and with the details being considered under this current application accord with the overall indicative masterplan, it remains that the proposal accords with these policies.
- 6.12** Policy GD1 lists the criteria which all new development has to comply with to create high quality design without any adverse impact on the character and amenity of the area.
- 6.13** Policy T1 supports developments which provide sustainable transport and path and cycle links, supported by a Green Travel Plan and Policy T2 states that opportunities will be sought to develop an alternative route to the A82 at Bowling/Milton by extending the A814. Policy T3 states the Council will support development which provides a link road from A814 Bowling to A814 Dumbuck terminating in Bowling in the vicinity of the entrance to the former Exxon site. Policy T4 requires walking, cycling and public transport routes to be integrated into the development. Policy R5 states that waterfront sites will be required to provide paths to and along the river bank as well as an expectation to integrate new paths into the off-road path network where appropriate.
- 6.14** Policy BE2 relates to protection of Listed Buildings and seeks to ensure that there is no adverse impact on their character, appearance and setting. Policy BE4(5) specifically encourages the rejuvenation and restoration of Dunglass Castle and improvements to the setting of the castle will aid in this regard. Policy BE5 relates to archaeology and sets out the circumstances in which development will be allowed.
- 6.15** Policies E1, E2A E2B, F1, F2, F3, relate to the Council's biodiversity duty, nature conservation, water environment and flooding matters. It is considered that the detail of the proposed development, subject to appropriate mitigation measures secured through further conditions, complies with these policies.

- 6.16** It is considered that the application proposal being assessed complies with the relevant policies of the adopted Local Plan and is assessed fully in Section 7 below.

7. ASSESSMENT AGAINST MATERIAL CONSIDERATIONS

West Dunbartonshire Local Development Plan (LDP2) Proposed Plan

- 7.1** On 15 March 2023, the Planning Committee took a decision that the Council would not adopt Local Development Plan 2. The Proposed Local Development Plan 2 (LDP2), incorporating the recommended modifications of the Examination Report received on 22 April 2020, which were accepted by the Planning Committee of 19 August 2020, remains the Council's most up to date spatial strategy and is therefore afforded significant weight in the assessment and determination of planning applications, subject to compatibility with NPF4. The Scottish Ministers' Direction relating to the adoption of LDP2, dated 18 December 2020, is also a material consideration, although it does not directly affect the development proposal under consideration.
- 7.2** Proposed Local Development Plan 2 identifies a development strategy which seeks to encourage the redevelopment of the site to primarily increase the business and industrial opportunities available within West Dunbartonshire. Esso Bowling Policy 1 outlines the acceptable uses within the site and requires a comprehensive masterplan to be provided of which development proposals must be in accordance with. Policy E1 also more broadly supports business and industrial development on this site. Esso Bowling Policy 2 sets out the infrastructure requirements for the site in relation to Roads, Walking, Cycling and Public Transport. The policy specifically requires the provision of a link road to provide a through route for public transport and a relief road for the A82 and also places active travel requirements that the development must provide. Esso Bowling Policy 3 sets out the requirements for the provision of green network and green infrastructure that must be provided within the site. Policy GB1 takes a similar approach to the adopted Local Plan in respect of development within the Green Belt. In granting Planning permission in principle it was concluded that the proposed development accorded with these policies and with the details being considered under this current application according with the indicative masterplan, it remains that the proposal accords with these policies.
- 7.3** Policy CP1 seeks to ensure that new development takes a design led approach to creating sustainable places which put the needs of people first and demonstrate that they 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). Policy CP2 relates to the provision of green infrastructure within new developments.
- 7.4** Policies ENV1, ENV2 and ENV4 focus on nature conservation and biodiversity, landscape character and trees. Similar to the other plans, these policies stipulate that development with potential to have an impact upon on ecological designations like a SPA or SSSI will only be allowed if there would be no adverse impacts on the nature conservation interest, or where there are imperative reasons of overriding public interest.

In this case in determining the application for Planning permission in principle, it was concluded the disruption to ecology on the site itself during the work is considered to be outweighed by the longer term environmental benefits of redeveloping the site, and subject to suitable safeguards whilst the work is taking place and thereafter during operational stage, the works would not adversely impact upon the protected habitat of the Inner Clyde SPA or other ecological designations.

- 7.5** Policies ENV5, ENV6, ENV9, BE1 and BE2 are similar to policies in the adopted Local Plan in relation to the water environment, flooding, contaminated land, archaeology and cultural and built heritage with the proposals meeting with the requirements set out. Policy ENV8 relates to air, noise and light pollution and sets out specific requirements for each of these policy areas in this regard, whilst policy ENV9 requires all potentially contaminated sites to be remediated where necessary to ensure that the site is suitable for the intended use.
- 7.6** Policy CON1 sets out the transport requirements for new development. It requires the development proposal to accord with Designing Streets, National Roads Development Guidelines and Regional and Local Transport Strategies. It also requires such developments to prioritise active travel and walking, cycling and public transport links within and outwith the site, including a specific expectation for electrical charging points to be provided within the site.
- 7.7** It is considered that the application proposal being assessed complies with the relevant policies above as set out in the following assessment below.

Principle of Development

- 7.8** As set out in paragraph 3.3 above, planning permission in principle for the re-development of the site has been granted through planning permission DC20/088 and the principle of development is not being assessed as part of this proposal. The current proposal reflects the masterplan layout together with the parameters plan which were agreed in granting Planning permission in principle.

Site and Road Infrastructure and appearance

- 7.9** The current application largely considers infrastructure works associated with the creation of the road network within the site together with the development platforms. To the eastern end of the site, the proposal will involve the modification and signalisation of the existing Dunglass roundabout and new road access into the site from the A814, replacing the existing site entrance at this location. This new eastern access requires the existing railway overbridge to be upgraded to form part of the road network being created. The proposal will utilise the existing bridge abutments with a new bridge deck and parapets to create a new three lane road. Overall, the bridge will largely retain its current visual form. A new roundabout will be created beyond the bridge with an access road terminating in a roundel to the east providing access to the development platforms within Zone A (Eastfield). The roundabout will also provide access to Zone B (Centerfield). From the roundabout, the new spine road will travel west through the site along the route identified within the approved masterplan. The spine road will be of single carriageway design to a width of 7.3 metres.

There will be footway provision to both sides of the new road inclusive of a 3 metre wide shared footway and cycleway to the southern side of the road. A further roundabout around a third of the way along the road will provide access to the development platforms within Zone C (Westfield).

- 7.10** To the western end of the new spine road where it meets the railway, a new railway underbridge is proposed. This will comprise a single span concrete portal design which will carry the two electrified rail lines above the new road. Wingwalls will be integrated into the design and these will retain the rail embankments. The spine road then terminates at the Dumbuck junction connecting to both the A82 and A814 via a new gyratory arrangement which will replace existing Glasgow Road junction. The cycle path will also be locally diverted around the new road infrastructure. Road levels across the undulations of the site will be addressed via the use of embankments where required. Whilst the new road infrastructure inclusive of railway overbridge and underbridge will undoubtedly take a form and appearance typical of such infrastructure, the new infrastructure must be considered in the context of the wider redevelopment of the site rather than as a standalone development. Although the proposed infrastructure will be new additions, it is intended it will be embedded in the site and the wider area. It will not dominate the large site and will have an acceptable visual impact in the wider urban context. The proposed landscaping will further soften the appearance and the infrastructure and overall the arrangement raises no concerns.
- 7.11** Turning to the development platforms which will comprise phase two of the works on site, this will involve be the creation of three development platforms within the south-eastern extent. This comprises Zones A, B and C as detailed on the masterplan. The works will comprise a cut and fill arrangement across the three platform zones with a maximum level change at any point of approximately 3 metres (occurring on Centerfield's southern platform). The platforms will form the basis for the development of future buildings as part of the later phases of the development and will ensure the proposed future buildings will be above the 1 in 200 year flood level (plus climate change and 600mm freeboard) in line with the details accepted by SEPA at the Planning Permission in Principle stage. The development platforms will be formed by engineering infill material and it is expected that the net fill imported into the site will be around 125,000 m³. The platforms created will follow the overall masterplan for the site and be appropriate in the context of the site. They will also facilitate the development of the commercial and industrial floorspace within the site. The development of the platforms themselves inclusive of building design, position, access, parking and servicing will be considered via further planning application submissions in the future.
- 7.12** Overall, the proposed roads and development platform infrastructure layout accords with the masterplan and is considered acceptable and as is the appearance of the infrastructure works in terms of the site and the wider area.

Landscaping and placemaking

- 7.13** Landscaping and placemaking were considered in detail in assessing the application for Planning permission in principle, informed by discussions with NatureScot. This included an initial landscape framework and in granting permission, condition 11 required a more detailed landscape strategy to be submitted and agreed prior to the first application for matters specified by condition application. The wider landscaping of the site will come forward as part of later phases of the development via future application submissions.
- 7.14** In so far as landscaping is considered as part of this application submission, landscaping is provided around the new road infrastructure to ensure an attractive setting and soften the appearance of the infrastructure into the site. This will include avenue tree planting, wildflower verges, a wetland grass mix within swales and native shrub, hedgerow and woodland mixes. This approach ensures that whilst the early phases of the development largely address infrastructure development, placemaking and green infrastructure are embedded into the development of the wider site even as part of these early phases. This will result in a development which creates a quality place designed to take account of its waterfront setting. The supporting compliance statement provided by the applicant in terms of condition 12 of the Planning permission in principle sets out how the development currently being considered accords with the overall landscaping strategy agreed under condition 11 of the planning permission in principle. Full planting schedules can be addressed by condition together with the implementation of the landscaping works.

Impact on Trees

- 7.15** In granting Planning permission in principle, no concerns arose in respect of the impact on trees. However, the consideration of trees is still required in the context of the detail of the development of the site and via the overall landscape strategy proposed. Implementing the development of the site which follows the approved masterplan layout will result in the loss of trees. The current proposal follows the masterplan layout of the Planning permission in principle and therefore the provision of the roads and development platform infrastructure within the site will have an impact upon existing trees within parts of the site, more notably towards the western side. The landscape strategy agreed does, however, seek to identify and retain trees and groups of trees where possible as part of the landscaping of the wider site. One of the key landscaping considerations for the later phases of the development will be the retention of the remaining trees and existing landscape features within the site.
- 7.16** Condition 31 of the planning permission in principle requires details of tree protection for trees and areas of woodland to be retained during the works to be agreed. Whilst this requirement is separate to the current application submission, the arboricultural method statement submitted by the applicant in respect of this condition provides a tree survey assessment of the condition of trees within the site together with details of the trees to be removed. 117 trees or groups of trees are identified for removal to allow the development to proceed. This includes 1 category A tree and 26 category B trees.

The majority of trees to be removed are, however, lower quality category C trees which are generally poorer specimens with a more limited life span and category U trees where, regardless of any development proposals, the correct course of action aboriculturally would be removal. Tree species generally comprise Oak, Ash, Sycamore, Birch and Willow.

- 7.17** The loss of trees is specifically highlighted as a concern in the objections submitted. In particular two individual specimens are highlighted as being mature and high quality trees. Whilst the trees are not tagged, in reviewing the details submitted in respect of condition 31 of the planning permission in principle with the applicant, the two specimens in question can be identified as T62, and a tree within the group G68. T62 is identified as a category C Ash tree which is in poor condition with Ash dieback observed and a lifespan of up to 10 years remaining. Trees within the group G68 are identified as comprising semi-mature Ash, Sycamore and Goat Willow. These are again identified as category C trees with a limited expected lifespan of 10 to 20 years. Both trees would be removed to allow the development to proceed as would other trees in the vicinity.
- 7.18** Whilst the loss of any trees is unfortunate, the application site is some 56 hectares in total and across a site of this size the number of trees being lost represents a comparatively small number. Any tree loss will also be compensated for via the wider landscaping proposals for the site that will come forward as part of future phases of the development of the site. A condition attached to this permission is recommended that the planting schedule and new tree planting for Phase 1 works sets out how tree planting is maximised in compensation for those trees lost. The current proposal does include tree planting and the creation of a tree lined avenue which will in part compensate for the loss of trees and a full planting schedule that maximises the new tree planting as part of the landscaping can be addressed by condition.
- 7.19** The submitted objections also highlight that felled trees should be used for structures within the site including benches, sculptures and wildlife features. It is agreed that such an approach could add value to the development of the site and a condition can set out a strategy for the use of felled trees as features within the site. The condition will also address how the felled trees will be stored.

Ecology, biodiversity and protected species

- 7.20** In assessing the application for planning permission in principle, the impact on ecology, biodiversity and protected species was considered in detail and informed by a number of assessments both as part of the Environmental Impact Assessment (EIA) and via separate supporting submissions, including a Habitat Regulations Appraisal, Appropriate Assessment and surveys relating to specific species such as Bat and Otter. The site is partly within and also adjacent to a number of ecological designations including the Inner Clyde Special Protection Area (SPA); the Ramsar site; and Site of Special Scientific Interest (SSSI).

The planning permission in principle application was also considered in detail by NatureScot who, in their consultation response, concluded the site could be developed in a way which would not have an adverse impact on the SPA and other relevant ecological designations, subject to the suitable mitigation measures proposed being in place and a range of planning conditions addressing a variety of matters.

- 7.21** In recognition of the high mobility of wildlife and that the ecological baseline may change between the granting of planning permission and works being undertaken on site, Condition 30 of the Planning permission in principle requires the current application to be informed by updated protected species surveys and species protection plans where appropriate. The updated surveys found that the habitat within and adjacent to the site remained generally unsuitable for water vole. No field signs of badger were found within the site or the 100 metre survey buffer and it is noted that woodlands to the west of the site lack suitable embankments for setts to be excavated and human disturbance along the cycle path would likely discourage badgers.
- 7.22** Turning to bats, a preliminary roost assessment (PRA) was carried out in 2020 and identified trees which had the potential to support roosting bats across the wider site. A revised PRA was carried out in March 2023 with 20 trees re-assessed within and immediately adjacent to the red line boundary. Trees which had the potential to support roosting bats were then subject to a climbed aerial inspection in August 2023. Of the 20 trees identified, none had high potential to support roosting bats, 8 had moderate potential; 3 had low potential and 9 had negligible potential. The climbed inspections did not identify any bat roosts. Various recommendations are set out including felling trees under supervision of a licenced bat ecologist, pre-felling inspections for any trees with a moderate bat roost potential and where features are too large to be assessed using an endoscope, activity surveys immediately prior to felling. In addition to the tree assessments, the suitability of the site to support commuting and foraging bats was re-assessed using static bat detectors. The applicant advises that three visits were carried out across the survey season (May, August and September 2023) with six detectors placed for a minimum of six nights to record bats. Whilst bat activity was noted, no specific concerns are highlighted. Recommendations including in respect of bat friendly lighting within the site are set out. In further surveying protected species, otter were confirmed to remain active within parts of the wider site and are known to have been present for a number of years despite ongoing remediation works. Separately to this application, the requirement for an otter mitigation strategy has been addressed via condition 10 of the planning permission in principle. No additional concerns arise in the submitted ecology survey in respect of this application.
- 7.23** NatureScot have considered the current application submission in respect of ensuring the proposals would not result in adverse effects on the integrity of the adjacent Inner Clyde European Special Protection Area (SPA) and underpinning Site of Special Scientific Interest (SSSI). In assessing the planning permission in principle application, one of the key considerations was the impact on overwintering birds inclusive of Redshank within the SPA/SSSI.

As highlighted in the consultation response from NatureScot and reflected in the Appropriate Assessment undertaken by the Council when considering the Planning permission in principle application, in granting permission there was a specific expectation that as far as is operationally possible any elements of the construction programme with the highest potential for noise and vibrational disturbance would be scheduled within the least sensitive 'summer' period of the year, i.e. from April to August inclusive, when wintering Redshank are not using the Inner Clyde estuary. The road and development platform infrastructure works are significant elements of construction and have a high potential for noise and vibrational disturbance. Of note is the proximity of the works to install the western railway underbridge adjacent to the SPA/SSSI boundary. As the installation of the western underbridge requires the closure of the railway line which is expected to be restricted to the Christmas period, it is now known that significant construction works will require to be undertaken adjacent to the SPA/SSSI during the middle of the overwintering period.

- 7.24** NatureScot advise in their most recent consultation response that mid-winter is by far the most sensitive time for wintering birds as resources are scarce. Therefore any displacement from what feeding and roosting habitat resources that do remain available at this time can have potentially catastrophic consequences for the birds' energy reserves and therefore their ability to migrate northwards again come the spring. Significant mitigation measures could therefore be necessary if the railway crossing is to be delivered in a manner that is compliant with the legislation. However the precise nature of the measures required could depend significantly on the way in which the protected birds actually utilise the areas of the SPA/SSSI that are within the 150 metre 'disturbance distance threshold' of the works. NatureScot go on to advise that at present, information on this is limited. The habitat that is both within this radius and within the designation appears unsuited to feeding and there is no recent information on whether any bird species utilise this area for roosting. It will therefore be essential that further updates of wintering birds include a focus on this specific area of the Inner Clyde SPA/SSSI. Only when an understanding of how the bird's use this area has been achieved do NatureScot consider it will be possible to determine what mitigation measures will be adequate to ensure compliance with the statutory protection afforded to the SPA/SSSI. NatureScot further state they will be able to advise further on the required mitigation measures required for this particular aspect of the development once the full results of the new wintering bird surveys/investigations are completed. Discussions with NatureScot have concluded that measures which ensure that the western underbridge can be delivered without the risk of disturbance to the protected birds of the Inner Clyde should ideally be brought forward as part of an updated Construction Environmental Management Plan (CEMP). This is the approach set out by the applicant in the submitted ecology report which provides an update on wintering birds on the site utilising a variety of available data sources. Early winter 2023/24 survey work undertaken to date also confirms that wintering bird behaviours are in line with the 2016/17 surveys. A condition will ensure that all further survey work is completed and submitted together with an updated CEMP and any mitigation requirement prior to any work during the overwintering period.

- 7.25** The Council's Biodiversity Officer has also considered the ecology submissions and is content with the approach taken together with the methodology and findings. She specifically highlights the requirement to follow the mitigation set out in terms of bats together with the potential licencing requirements for otter. Tool box talks to relevant site staff require to be carried out in relation to protected species on site and pre-construction walk over surveys take place at each phase. The RSPB also highlighted the requirement for the spine road to feature landscape screening to provide a buffer to the SPA/SSSI. The applicant has confirmed the proposal seeks to protect, retain, and enhance existing vegetation along the route including the avenue tree planting along the new spine road, supplemented with native scrub planting and Hornbeam and Hawthorn hedgerows and marginal planting. These planting treatments aim to deliver a strong green infrastructure to filter views to and from the road, embedding the new infrastructure into its surrounding environment, limiting impacts to existing sensitive features. Screening is therefore provided as part of the proposal. The lack of survey information is highlighted but full survey details have now been submitted and have been fully considered. A Tern colony within the site is highlighted in the RSPB's response. The applicant has confirmed that the area of the site where Terns are found falls under Phase 3. As such, proposals for this area including proposals affecting the old dock infrastructure (where the common Tern's nest) will be confirmed at the future relevant stage.
- 7.26** The requirement for biodiversity enhancement is raised in the objections and also questioned by the RSPB consultation response, with the objections specifically highlighting the requirements of NPF4. The planning permission in principle granted does not require biodiversity enhancements to be specifically brought forward as part of the currently submitted application and the current proposal relates to infrastructure works with limited associated landscaping. NPF4 was also not in place at the time of the determination of the Planning permission in principle. Landscaping proposals for the site will come forward as part of future phases of the development of the site and biodiversity enhancement proposals can be brought forward as part of this. A pond which it is considered should be retained for wildlife habitat is also highlighted in the objections. No concerns regarding the loss of ponds within the site is highlighted by the consultees and it is noted that the landscape strategy identifies that a number of seasonal ponds exist within Zone E (Northfield and Greenfield) an area which will be retained as open spaces and green corridor.
- 7.27** Overall, subject to the approach set out above and the imposition of appropriate conditions, the impact upon ecology, biodiversity and protected species within and adjacent to the site remains acceptable.

Roads, transport and sustainable access

- 7.28** Roads, transport and sustainable access matters were fully assessed, informed by a Transport Assessment, in granting Planning permission in principle and the proposed road layout follows the masterplan for the Planning permission in principle.

The modification and signalisation of the Dunglass roundabout and new road access into the site from the A814 to the east together, with the new gyratory arrangement which will replace existing Glasgow Road junction at Dumbuck to the west have already been agreed in granting planning permission in principle and conditions 20 and 21 require the upgrade work to be completed prior to the occupation of any part of the site. Transport Scotland offer no objections to the current application. They specifically highlight the requirements of conditions 20 and 21 of the Planning permission in principle and the requirement for a detailed design package for the trunk road works.

- 7.29** A key element of the development of the site is for the proposed spine road to provide a relief road should there be a congestion issue or closure on the A82, and this is achieved by the proposed design. In terms of sustainable access, the proposed arrangement will facilitate active travel that makes it easy and attractive for pedestrians cyclists and other users to move around the development with a shared pedestrian and cycle path along one side of the spine road. This will be complemented by further access provision such as the waterfront walkway the details of which will be brought forward as part of future phases of the development. New crossing points will also be provided on the A82 at Dumbuck and the A814 at Dunglass. The cyclepath NCN Route 7 presently runs along the northern boundary of the railway line and the proposed western and eastern access road connections to the development site will impact on the current alignment of NCN Route 7. Realigned sections of NCN Route 7 are therefore proposed to replace provision on a like for like basis, but the opportunity has also been taken to enhance the route and provide connections to the site. A temporary diversion of the cyclepath route will be required during construction and the applicant confirms that construction sequencing discussions are currently ongoing in relation to this area, with the detail yet to be concluded. This detail will be addressed separately via condition 22 of the Planning permission in principle. Overall, the Council's Road's Service offer no objection to the proposal.
- 7.30** Considering the alterations to the existing bus stops, the position of the existing stops on the eastbound A82 at Dumbuck and both the eastbound and westbound bus stops on the A814 at Dunglass will be adjusted to accommodate the new road layout. On the A82 at Dumbuck, the position of the bus stop will be adjusted and this will allow the creation of a bus layby to modern standards with longer entry and exit slips and provide high access kerbs. SPT offer no objections to this arrangement. Whilst a new three bay bus shelter is requested, the applicant advises this cannot be accommodated within the available space and the existing shelter will be relocated to take account of the relocated bus stopping position. This is also not a new stop, but an existing stop and the approach taken will have a neutral impact on existing bus service users. To take account of initial comments raised by SPT, the positioning of the bus stops on the A814 at Dunglass has been amended together with the provision of an additional pedestrian crossing arm provided at the junction. SPT highlight concerns at the proximity of the westbound bus stop to the traffic signals at the eastern access to the site.

The Council's Roads Service advise that the bus stop position can generally be accepted but it would require to be demonstrated that west bound AM peak flow traffic would not be impacted by a bus using the stop and vehicles waiting to turn left. It is request that modelling data to support this is submitted for consideration and the Roads Service ask that this is addressed by condition.

- 7.31** Overall, it is concluded that the design and layout of the development from a roads, transport and sustainable access perspective is acceptable.

Contamination and Ground Condition Matters

- 7.32** Contaminants from the former oil storage facility are being addressed via the remediation undertaken by Esso and EXXON Mobil prior to the site being taken over by the Council. In assessing the application for planning permission in principle, both SEPA and the Council's Environmental Health Section were content that the remediation strategy will successfully mitigate the contamination on site from the oil terminal use and enable its re-development. Environmental Health offer no objections noting that as this application relates only to Phase 1 and 2 (infrastructure and development platforms) any contaminated land remediation requirements will be addressed by the implementation of the Earthworks and Material Management Strategy previously submitted and agreed in terms of condition 6 of the Planning permission in principle. It is recommended that the approved materials management strategy is implemented and remain in place for Phases 1 and 2 of the development. It is further recommended that material to be used in the top 300mm shall also be free from deleterious materials such as metals, plastic, wood, glass, tarmac, paper and odours. These details can be addressed by condition. SEPA have advised they no comments on site remediation or ground conditions.

Built and cultural heritage

- 7.33** The category B listed Dunglass Castle and the Henry Bell Obelisk lie within the site. The masterplan for the planning permission in principle illustrated that the proposed development had been orientated and sited so as to preserve the setting and not compromise these buildings. The Phase 1 and 2 works follow the masterplan and Historic Environment Scotland offer no objections. Proposals for Dunglass Castle and the Henry Bell Obelisk will come forward via future applications for phase 4 of the works on site. Archaeology is addressed separately via condition 14 of the Planning permission in principle with a written scheme of investigation and programme of works agreed via this condition. No further archaeological matters arise.

Other Technical matters

- 7.34** Conditions attached to the Planning permission in principle required a Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) to be agreed prior to this first application for matters specified by condition which considers the detail of the phase 1 and 2 works. Accordingly, the documents were agreed at a relatively high level.

In their consultation response, Environmental Health advise that additional detailed information is required to ensure that the phase 1 and 2 works will not impact on sensitive receptors (for example residential properties) with regards to the impact from noise, dust and air quality and construction activities. They advise that with the CEMP previously approved being high level further details specifically relating to the phase 1 and 2 works are required. This can be addressed by condition as can an accompanying updated CTMP.

- 7.35** Flooding matters were fully considered in granting planning permission in principle with flood risk management plans and construction flood response plans being considered and agreed separately to this application via conditions attached to the planning permission in principle. The Council's Road Service offer no objection on the grounds of flooding and SEPA advise they have no comments to make on the application. Whilst Network Rail are involved in the delivery of the project, in their capacity as planning consultee, they have no objections to the proposal.

Communications Strategy

- 7.36** A communications plan is being developed by the Council to ensure West Dunbartonshire residents, businesses and elected members are well informed at all of the various stages of this project. A range of communications tools will be used to achieve this, including bespoke communications with those businesses/residents impacted by ongoing work ahead of each key milestone; working with key partners including Transport Scotland to ensure key messaging is distributed to a wide audience to maximise reach; detailed website updates; and social media posting on a regular basis. The Council will also work closely with the contractor to put advance signage in place, issue regular letter updates locally and publish online footage to track progress, increase knowledge and engagement with the site and project. The Council also participates in the Glasgow City Region City Deal Communications Group and all updates will be shared with them, and align with wider messaging.

Outstanding points raised in the objections

- 7.37** In considering the points of objection not already addressed through the assessment above, concerns are raised regarding the lack of details in respect of the area of the site known as Sheepfold. This area, also known as Greenfield, primarily forms part of Zone E within the wider redevelopment site. Zone E will comprise the open spaces and Green Corridor within the site and will remain undeveloped. This Zone also includes the area for the waterfront pathway. These aspects of the development are not considered as part of this application. Whilst there is concern that the greenspaces within the site will be developed and only limited parts of the site are retained as grassland and woodland, the Greenfield and Northfield areas of the wider site (which comprise Zone E) extend to some 14 hectares of 56 hectares site, comprising woodland, grassland and marshy grassland. This area will remain undeveloped and retained as open spaces and Green Corridor. Whilst the concerns regarding climate change commitments is noted, planning permission in principle has already been granted for the redevelopment of this site and this matter does not require further consideration at this stage.

- 7.38** The Planning permission in principle does not contain any specific requirements in terms of equestrian access, however the site will be accessible to a range of users as detailed in paragraphs 7.28 to 7.31 above. Any measures required to prevent anti-social quad and motorbike use within the site would be a matter for the landowner separate to the planning process.

Elected Members Briefing

- 7.39** Prior to the submission of the application, an Elected Members Briefing was held on 10th May 2023. This briefing provided Members with details of the infrastructure works and development platforms for Phases 1 and 2 of the development of the site. Members were afforded the opportunity to highlight any issues which they considered the forthcoming application submission required to consider or address. The proposals to take forward Phases 1 and 2 of the development of the site were welcomed. Clarification was sought on the phasing of the delivery of the new road infrastructure, the signalisation of the junctions with the trunk road and the communications strategy informing the public of the works. The delivery of works to Dunglass Castle was also queried. These points are addressed in the development details and the assessment above.

8. CONCLUSION

- 8.1** The acceptability of the re-development of the site is already established, with the granting of planning permission in principle. This application considers phases 1 and 2 of the development of the site comprising the road infrastructure, development platforms and associated details relating to compliance with the approved landscape strategy, bus stop details and review, cycle path diversion and updated ecology and protected species surveys. The proposal reflects the masterplan layout together with the parameters plan which were approved under the planning permission in principle.
- 8.2** Whilst the early phases of the development largely address road and infrastructure development together with the development platforms, placemaking and green infrastructure are embedded into the development of the wider site even as part of these early phases. This will result in a development which creates a quality place designed to take account of its waterfront setting. The landscaping provided as part of the phase 1 works also follows the approved landscape strategy. A much needed relief road is provided which will alleviate congestion on A82 and provide an alternative access when the A82 is closed. The proposed arrangement also will facilitate active travel that makes it easy and attractive for pedestrians and cyclists to move around the development with a shared pedestrian and cycle path along one side of the spine road. New crossing points will be provided on the A82 at Dumbuck and the A814 at Dunglass together with realigned sections of Cyclepath NCN Route 7.

- 8.3** The site features a number of habitats together with the Inner Clyde SPA/SSSI Updated ecology and protected species surveys are acceptable. The potential impact upon the overwintering birds within the SPA/SSSI remains a sensitive issue and further details in terms of protection and mitigation can be addressed by condition, informed by additional survey work beyond that already provided.
- 8.4** It is considered that the proposals for phases 1 and 2 accord with the provisions of NPF4, the adopted West Dunbartonshire Local Plan and proposed West Dunbartonshire Local Development Plan 2. The delivery of the first two phases of this ambitious development proposal is welcomed which seeks to bring the large waterfront former oil terminal site back into use with new development proposals to support the local economy and provide alternative road and transport routes.

9. CONDITIONS

1. Other than the details approved for Phase 1 and 2 in terms of this permission, no approval is given in respect of the position of all buildings, footpaths, waterfront walkway, green corridors, open space, boundary treatments and drainage infrastructure in respect of the requirements of Condition 1(a) of planning permission in principle DC20/088 and the approval of these details shall be sought via further applications for matters specified by conditions in connection with the further requirements of Condition 1(a) of planning permission in principle DC20/088.
2. That prior to the commencement of development works with the exception of those in connection with site set-up and creation of development compounds on site, a full planting schedule for all landscaping and new tree planting hereby approved in connection with the Phase 1 works together with the timescale for implementation shall be submitted to and approved in writing by the Planning Authority. The schedule will set out how tree planting is maximised in compensation for those lost. The landscaping shall then be implemented as approved unless otherwise first agreed in writing by the Planning Authority.
3. That any trees, shrubs or areas of grass which die, are removed, damaged or become diseased within five years of completion of the landscaping in connection with the phase 1 works shall be replaced within the next planting season with others of a similar size and species.
4. That prior to the commencement of development works on site, full details of maintenance and management for the landscaping approved in connection with the Phase 1 works shall be submitted to and approved in writing by the Planning Authority, unless otherwise first agreed in writing by the Planning Authority. Management and maintenance shall commence within a timescale agreed with the Planning Authority.
5. Prior to the felling of any trees within the site a scheme for the use of felled timbers for structures within the site including (but not limited to) benches, sculptures and wildlife features shall be submitted to and approved in writing.

The scheme shall then be implemented as approved unless otherwise agreed in writing by the Planning Authority.

6. All recommendations within the Ecology Survey Report dated November 2023 and associated 2023 Ecology Technical Report date October 2023 shall be followed. This shall include all required mitigation during the works on site. All further survey work undertaken shall be submitted to and approved in writing by the Planning Authority prior to the commencement of development works on site with no works including vegetation clearance within the vicinity of SPA/SSSI. Any mitigation measures arising from the further survey work shall be implemented as approved.
7. Notwithstanding condition 6 above, no tree works, removal or scrub clearance shall occur on site from March through to August (inclusive) each year unless otherwise agreed in writing with the Planning Authority prior to clearance works commencing. In the event that clearance is proposed between March to August (inclusive), a suitable bird nesting survey shall be carried out by a suitably qualified ecologist covering the proposed clearance area and shall be submitted to and approved in writing by the Planning Authority before those clearance works commence. Once written approval has been given, the works themselves should be carried out within a specified and agreed timescale.
8. Notwithstanding condition 6 above, no development works shall be undertaken on site with no works including vegetation clearance within the vicinity of the SPA/SSSI during the period September to March inclusive until a further full winter survey is undertaken in respect of wintering birds within the SPA / SSSI with the survey results and recommendations submitted to and agreed in writing by the Planning Authority in consultation with NatureScot.
9. Prior to any development works on site with no works within the vicinity of SPA/SSSI during the period September to March inclusive, the survey results and recommendations that require to be submitted in connection with condition 8 above shall be used to formulate a detailed mitigation strategy in respect of the impact of any construction works within the site on the wintering bird population of the SPA / SSSI. This mitigation strategy shall be submitted either as part of an updated Construction Environmental Management Plan (CEMP) focusing on the Phase 1 and 2 works or as a standalone document accompanying the updated CEMP and approved in writing by the Planning Authority in consultation with NatureScot. All mitigation shall then be implemented as approved unless otherwise first agreed in writing by the Planning Authority.
10. Prior to the commencement of development works on site, full details of how toolbox talks to ensure all site personnel involved in Phase 1 and 2 of the development are aware of matters relating to ecology and protected species will be delivered to ensure that all personnel are aware of what to do should evidence of species be discovered during construction shall be submitted to and approved in writing by the Planning Authority. The agreed approach shall

then be implemented unless otherwise first agreed in writing by the Planning Authority.

11. That prior to the commencement of development works on site in connection with Phases 1 and 2, an updated Construction Environmental Plan (CEMP) specifically addressing the Phase 1 and 2 works shall be submitted to and agreed in writing by the Planning Authority. For the avoidance of doubt, the CEMP will consider (but not be limited to) the impact from noise, dust and air quality and construction activities for Phases 1 and 2. The CEMP for Phases 1 and 2 of the development shall thereafter be implemented on site as approved unless otherwise first agreed in writing with the Planning Authority.
12. That prior to the commencement of development works on site in connection with phases 1 and 2, an updated Construction Traffic Management Plan (CTMP), specifically addressing the Phase 1 and 2 works shall be submitted to and agreed in writing by the Planning Authority. The CTMP for Phases 1 and 2 of the development shall thereafter be implemented on site as approved unless otherwise first agreed in writing with the Planning Authority.
13. Notwithstanding condition 12 above, all vehicles transporting construction material to and from the proposed development shall be sheeted, unless otherwise first agreed in writing with the Planning Authority.
14. Notwithstanding condition 12 above and prior to the commencement of any works on site in connection with Phases 1 and 2, vehicle wheel cleaning facilities shall be installed and brought into operation on the site, unless otherwise first agreed in writing with the Planning Authority.
15. The Materials Management Strategy previously submitted and approved in connection with condition 6 of Planning permission in principle DC20/088 shall be fully followed at all times during the Phase 1 and 2 works hereby permitted unless a modification is first agreed in writing by the Planning Authority.
16. All material to be used in the top 300mm of the development platforms shall be free from deleterious materials such as metals, plastic, wood, glass, tarmac, paper and odours. On completion of the works in respect of each of the two phases hereby permitted the developer shall submit for approval to the Planning Authority a verification report containing details of the source of the material and associated test results to demonstrate its suitability for use.
17. That unless otherwise agreed in writing by the Planning Authority, prior to service buses commencing use of the relocated eastbound bus stop on the A82 at Dumbuck, the existing bus shelter shall be relocated to the new stopping position. The final position of the shelter shall first be submitted to and agreed in writing by the Planning Authority.
18. That prior to any alterations or works commencing affecting the A814, the traffic modelling data to support the position of the westbound A814 bus stop and demonstrate that westbound traffic flow will not be impacted by a bus using the

stop and vehicles waiting to turn left shall be submitted to and approved in writing by the Planning Authority.

19. That prior to the commencement of development works on site, a communications strategy designed to make road users, local residents, local business owners and the public in general aware of the proposed works, the likely impact upon the locality and updates of progress in respect of the Phase 1 and 2 works hereby permitted shall be submitted to and approved in writing by the Planning Authority. The strategy shall then be implemented as approved unless otherwise first agreed in writing by the Planning Authority.

Pamela Clifford
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Date: 17th January 2024

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Appendix: Location Plan

Background Papers:

1. Application forms and plans
2. Consultation responses
3. National Planning Framework 4
4. West Dunbartonshire Local Plan 2010
5. Proposed West Dunbartonshire Local Development Plan 2 2020, as amended
7. Public objections
8. Planning permission in principle DC20/088
9. Planning permissions DC11/218, DC18/013, DC20/182

Wards affected: Ward 3 (Dumbarton)