

WEST DUNBARTONSHIRE COUNCIL

At a Hybrid Meeting of West Dunbartonshire Council held in the Civic Space, 16 Church Street, Dumbarton on Wednesday, 24 April 2024 at 4.05 p.m.

Present: Provost Douglas McAllister and Councillors Jim Bollan, Ian Dickson, Diane Docherty*, Gurpreet Singh Johal, Daniel Lennie, David McBride, Jonathan McColl, Michelle McGinty, June McKay, John Millar, James McElhill, Karen Murray Conaghan, Lawrence O'Neill, Lauren Oxley, Chris Pollock, Martin Rooney, Gordon Scanlan, Hazel Sorrell, Clare Steel and Sophie Traynor.

*Arrived later in the meeting.

Attending: Peter Hessett, Chief Executive; Alan Douglas, Chief Officer – Regulatory and Regeneration (Legal Officer); Laurence Slavin, Chief Officer – Resources, and Section 95 Officer; Peter Barry, Chief Officer – Housing and Employability; Amanda Graham, Chief Officer – Citizen, Culture and Facilities; Gail Macfarlane, Chief Officer – Roads and Neighbourhood; Laura Mason, Chief Officer – Education; Beth Culshaw, Chief Officer – Health & Social Care Partnership; Michelle Lynn, Assets Co-ordinator; Pamela Clifford, Planning, Building Standards and Environmental Health Manager; George Hawthorn, Manager of Democratic and Registration Services; and Carol-Ann Burns, Senior Democratic Services Officer.

Provost Douglas McAllister in the Chair

STATEMENT BY CHAIR

Provost McAllister advised that the meeting was being audio streamed and broadcast live to the internet and would be available for playback.

DECLARATIONS OF INTEREST

Councillor Sorrell declared an interest in the item of business 'Erection and operation of a mixed-use tourism and Leisure Development land at Pier Road, Ben Lomond Way and Old Luss Road known as West Riverside and Woodbank House (Lomond Banks), Balloch (2022/0157/PPP)', being a member of the Loch Lomond and The Trossachs National Park Authority Planning Committee who will be making a decision at their meeting, advised that she would leave the meeting and not participate in consideration of this item.

RECORDING OF VOTES

The Council agreed that all votes taken during the meeting would be done by roll call vote to ensure an accurate record.

MINUTE OF PREVIOUS MEETING

The Minutes of Meeting of West Dunbartonshire Council held on 27 March 2024 were submitted and approved as a correct record.

OPEN FORUM

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

DECLARATION OF INTEREST – COUNCILLOR HAZEL SORRELL

Having earlier declared an interest in the following items of business, Councillor Sorrell left the meeting at this point.

REQUEST FOR DEPUTATIONS – ERECTION AND OPERATION OF A MIXED-USE TOURISM AND LEISURE DEVELOPMENT LAND.

The Provost advised that late requests had received request for deputations from an objector from Balloch and Haldane Community Council and the applicants of the development in relation to the item 'Erection and operation of a mixed-use tourism and Leisure Development land at Pier Road, Ben Lomond Way and Old Luss Road known as West Riverside and Woodbank House (Lomond Banks), Balloch (2022/0157/PPP)'. The Council agreed to suspend Standing Order 8 in order to allow the deputations to be heard.

The Provost first invited forward the applicants, namely Fiona Robertson, Street UK, and Steve Callan, Stantec Planning to join the meeting and Ms Robertson and Mr Callan were each heard in relation to the item. Thereafter, the Provost invited Lynne Somerville, Balloch and Haldane Community Council to address the Council and she was heard in relation to her concerns regarding the development.

The Provost thanked the representatives from their contributions.

Councillor Docherty entered the meeting during consideration of this item.

ERECTION AND OPERATION OF A MIXED-USE TOURISM AND LEISURE DEVELOPMENT LAND AT PIER ROAD, BEN LOMOND WAY AND OLD LUSS ROAD KNOWN AS WEST RIVERSIDE AND WOODBANK HOUSE (LOMOND BANKS), BALLOCH (2022/0157/PPP)

A report was submitted by the Planning, Building Standards and Environmental Health Manager seeking approval of the Council's response to a consultation received from the Loch Lomond and the Trossachs National Park Planning Authority regarding a planning application for tourism led development at West Riverside and Woodbank House, Balloch.

After discussion and having heard the Planning, Building Standards and Environmental Health Manager in further explanation and in answer to Members' questions, Councillor McColl moved:-

While the developer has taken a number of positive steps to improve upon their previous application, there remain several issues that cause concern.

With that in mind, Council agrees to oppose and formally object to the planning application on the following grounds:

The application is not in keeping with the Park Authority's primary and overriding policy objective of 'Conserving and Enhancing the natural and cultural heritage of the area.'

This development will bring significant economic risk for the local area and local businesses. While it might be considered that the permanent and seasonal jobs being created would be a real boost to the West Dunbartonshire economy, given the type of development being proposed, it is more likely that the site will be in direct competition with local accommodation, hospitality and leisure facilities, including the Council's own Vale of Leven facility. The risk to local jobs and businesses is unacceptable.

The proposed development site is embedded within an established road and access network and will be principally accessed by the A82 and A811 and locally by Balloch Road, Old Luss Road, Pier Road and Ben Lomond Way.

While it is recognised that users of the facilities will be encouraged to use public transport, it is accepted that the majority of people will come by car thus having a significant impact on the local road network. The Council's Roads Authority's formal response to the planning application opens by saying, "Whilst the applicant is promoting and enhancing more sustainable modes of transport, it is acknowledged the development will be a significant travel generator".

The applicant has accepted at several meetings since 2018 that they will be adding to an existing problem of congestion and most recently were unable to provide sufficient comfort to the public, Councillors or Community Councillors at recent meetings of Balloch and Haldane Community Council.

Given the scale of the existing roads capacity problem during peak visitor times, standard mitigation measures such as an Access and Parking Management Strategy and enhanced Signage and Variable Message Signage (VMS) installed at key approaches to the site will do little to assist in reducing the impact of the development on the road network.

The promise to work with Transport Scotland to mitigate the issues is extremely vague and given nothing has been done in the last 30+ years to resolve existing issues, it is unlikely that anything will change for the better as a result of this promise.

Council believes that the scale of the problem is such that the development being proposed would cause unacceptable disruption, not only to local people, but also to commuters and visitors travelling north on the A82, who already suffer serious delays at these peak times.

Councillor Bollan asked Councillor McColl if he would accept the following addendum to his motion:-

Council agrees not to support this Flamingo Land application which would be on the last piece of publicly owned land on the West side of the River Leven in Balloch. There is massive public opposition to this over development in Balloch Village with over 84,000 signatories, the most ever for any planning application in Scotland, on a public petition opposing this project and we as a Council should listen and reflect on the public's view.

There are no guarantees, only "promises" that limited works to the road structure might be implemented with no detailed commitment, timing, or costs available from any party.

This development will create two "Ballochs" and affect the viability of many small local businesses in the Village whilst destroying the southernmost tip of the world famous Loch Lomond reducing the million visitors who currently visit to soak up the natural beauty of the Loch.

There are still no firm written guarantees from the developer that there will be no Zero Hour Contracts allowed onsite which is extremely worrying as these contracts are exploitative in the extreme.

Council supports the principle of community ownership of the site and will support and work with local groups to consider this as a positive alternative to this huge, unwanted over development in the heart of Balloch Village.

This application is opposed by B&HCC and B&DCC and we should support these local decisions being made by local Constituents.

The public currently have unfettered access to the publicly owned site and this would be lost if Flamingo Land is given consent for this gated development.

Councillor McColl confirmed his acceptance of the addendum with the change to the wording of the last paragraph from 'would be lost' to 'could be lost'. Councillor Bollan accepted this change.

Councillor McColl's motion, with addendum, was seconded by Councillor Bollan.

As an amendment, Councillor Rooney, seconded by Councillor McGinty, moved:-

Council agrees the recommendation at paragraph 2.1 of the report that the Appendix 2 to the report (shown as Appendix 1 to these Minutes) be the Council's formal response to the application with the following amendment to paragraph 1 of Appendix 2:-

Erection and Operation of a Mixed-Use Tourism and Leisure Development Land at Pier Road, Ben Lomond Way and Old Luss Road, Known as West Riverside and Woodbank House (Lomond Banks), Balloch (2022/0157/PPP):

Remove Para 1 and replace with:

West Dunbartonshire Council notes the above Planning Application which will be dealt with by the Loch Lomond & Trossachs National Park (LL&TNP) Planning Committee and we would ask them to consider that the recommended works to the Ballochloan Roundabout are conditioned and undertaken. Further, West Dunbartonshire Council offers the comments in the following paragraphs. The Council reserve the right to add to this response due to new and additional information as a result of further notification.

On a roll call vote being taken 12 Members voted for the amendment, namely Provost McAllister and Councillors Dickson, Johal, Lennie, McBride, McGinty, McKay, Millar, Murray Conaghan, O'Neill, Rooney and Steel and 8 Members voted for the motion, namely Councillors Bollan, Docherty, McColl, McEhill, Oxley, Pollock, Scanlan and Traynor. The amendment was accordingly declared carried.

ADJOURNMENT

The Provost adjourned the meeting for a short recess. The meeting reconvened at 5.53 p.m. with all those listed in the sederunt in attendance, including Councillor Sorrell who re-entered the meeting at this point.

DC23/211/PPP: PROPOSED CONSTRUCTION OF MARINE TECHNOLOGY PARK COMPRISING INDUSTRIAL UNITS FOR MARINE ENGINEERING, FABRICATION, RESEARCH AND DEVELOPMENT, AND ASSOCIATED USES; ALONG WITH SITE ACCESS AND ASSOCIATED INFRASTRUCTURE; (IN PRINCIPLE) AT SITE OF FORMER CARLESS OIL TERMINAL, ERSKINE FERRY ROAD, OLD KILPATRICK

A report was submitted by the Planning, Building Standards and Environmental Health Manager seeking determination of planning application DC23/211/PPP for the proposed construction of a Marine Technology Park at the site of the former Carless Oil Terminal, Erskine Ferry Road, Old Kilpatrick.

After discussion and having heard the Planning, Building Standards and Environmental Health Manager in further explanation and in answer to Members' questions, the Council approved the planning permission in principle subject to the conditions set out in Section 9 to Appendix 1 of the report (shown as Appendix 2 to these Minutes).

Councillor Bollan requested that his abstention be recorded in respect of this item.

VALEDICTORY - PAMELA CLIFFORD, PLANNING, BUILDING STANDARDS AND ENVIRONMENTAL HEALTH MANAGER

The Provost advised that this was the last meeting of West Dunbartonshire Council that Pamela Clifford would be attending as she would be taking up a new position at East Ayrshire Council, and along with Elected Members he thanked her for her outstanding service to Elected Members and West Dunbartonshire Council. The Council concurred.

In response, Ms Clifford thanked Elected Members and West Dunbartonshire Council for their kind words.

EDUCATIONAL SERVICES COMMITTEE TIMETABLE

A report was submitted by the Chief Officer – Resources advising on the proposed timetable for reporting Budgetary Control Reports to the Educational Services Committee and seeking approval of a change to the schedule of the Committee to align it better to the Budgetary Control Reports timetable in order to make the information reported more up to date.

After discussion and in answer to Members' questions, the Council agreed the schedule of the Educational Services Committee from September 2024 (shown as Appendix 3 to these Minutes).

NOTICE OF MOTION

(a) Motion by Councillor Lauren Oxley – Additional Support Needs Learn to Swim Programme.

Councillor Oxley moved a motion in relation to the above but failed to find a seconder:-

Thereafter, Councillor McGinty moved:-

Council notes that Social Work Services had previously provide approximately £7,000 a year for the one-to-one swimming lessons for young people with additional needs. However, the funding was withdrawn and West Dunbartonshire Leisure Trust Swim Development Service was able to deliver a reduced service for a further two years. Unfortunately, no longer-term funds were available to support the costs of the Swimming Programme and there was no swimming programme between 2020 and 2022.

In 2023 the Leisure Trust restarted Swimming Classes which were made more inclusive so that ASN children could be part of the group lessons. The focus was on addressing the backlog but no provision was available for children with Complex Care needs.

This Council agrees that a Swimming Programme for Children and Young People with Complex Care needs should be re-established as a priority with the current year and next year's programme focusing on addressing the unmet need and the increased demand that has built up since 2019.

Council therefore agrees that the Cost of Living Fund should use some of its available funding to cover the costs of ASN Learn to Swim Programme for the current year and to fully fund the programme in 2025/26 to help reduce the unmet need.

This funding should include the West Dunbartonshire Swimming Development Service submitting an application to the Youth Success Fund established by Council as part of agreeing the 2024/25 budget which is being overseen by the Cost of Living Working Group.

The West Dunbartonshire Swimming Development Service should work up a proposal for the ASN Swimming Programme for 2026/27 onwards. This is to be funded by the Council on an ongoing basis and a report, which will include a recommendation on the extent and source of such ongoing funding should be brought to the relevant committee for consideration.

Councillor Oxley withdrew her motion and expressed her wish to support the amendment. Councillor McGinty's amendment then became the motion and was seconded by Councillor Oxley.

The motion was unanimously agreed by the Council.

The meeting closed at 6.25 p.m.

APPENDIX 1

Planning application: Erection and operation of a mixed-use tourism and leisure development Land at Pier Road, Ben Lomond Way and Old Luss Road Known as West Riverside and Woodbank House (Lomond Banks) Balloch

West Dunbartonshire Council has no objections to the above planning application as a neighbouring Planning Authority subject to the recommended works to the Ballochloan Roundabout being conditioned and undertaken. If these works are not conditioned the Council would object to the development. Further, West Dunbartonshire Council offers the comments in the following paragraphs. The Council reserve the right to add to this response due to new and additional information as a result of further notification.

Context

West Dunbartonshire Council is not the planning authority for the National Park area and therefore not the planning authority for the Lomond Banks development. However, the proposed development is within the West Dunbartonshire Council area and will impact on many matters that the Council does have a responsibility for as well as being of significant interest to communities, businesses, and organisations within the West Dunbartonshire Council area.

The adopted Loch Lomond & the Trossachs National Park Local Development Plan (LLTNP)2017- 2021, and National Planning Framework (NPF) 4 forms the statutory development plan.

The LLTNP sets out a vision and spatial strategy for the National Park area focused a place to Live, Invest, Visit and Experience. The Local Development Plan's Strategy which identifies Balloch as a Strategic Tourism Opportunity, recognising its potential for enhancing its role as a premium visitor destination and gateway to the National Park. West Riverside and Woodbank House are allocated for visitor experience uses and the Old Station is allocated for mixed use of visitor experience and transport. West Riverside, Woodbank and Station Square make up the proposed Lomond Banks development area. The Local Development Plan promotes specific sites where tourism development can be accommodated to meet tourism market demands while conserving and enhancing the natural environment. LIVE in Balloch outlines a strategy for future development based upon the 2016 Balloch Charrette which focused on initiatives located with the proposed site.

The assessment of the proposals including cross-boundary issues within West Dunbartonshire Council Planning Authority Area, should be assessed against the policies within the Loch Lomond & the Trossachs National Park Local Development Plan 2017-2021.

The Council has identified the following matters of relevance and make reference to these with regard to the policies set out in NPF4:

Climate mitigation and adaption

In line with Policy 2 of NPF4 the proposed development should be sited and designed to minimise lifecycle greenhouse gas emissions and to adapt to current and future risks from climate change. This would help West Dunbartonshire meet its ambitions for reaching Net Zero set out in its Climate Change Strategy and associated Action Plan. There are good opportunities for innovative projects on the site in relation to Net Zero in conjunction with the National Park Authority.

Biodiversity and natural places

Policy 3(a) of NPF4 requires development proposals to contribute to the enhancement of biodiversity and integrate nature-based solutions, where possible. Policy 3(b) requires major development to demonstrate that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a demonstrably better state than without intervention. Policy 4 protects sites designated for nature conservation and protected species and Policy 6 Forestry, woodland and trees aims to protect and expand forests, woodland and trees.

The Council's Biodiversity Officer offers the following comments which should be taken into account when assessing the proposals against these policies:

The woodland loss of both ancient woodland and native/nearly native woodland remains at a high level. There is no evidence of compensatory planting plan proposal but this would be required. The retention of the Long Established Plantation Origin (LEPO) woodland would provide a much more mature and biodiverse habitat than the new planting proposal to the north of the existing plantation. Whilst in time, new native woodland would provide a biodiversity benefit; this will take many decades or longer to provide the same quality of habitat that is being proposed for removal to accommodate the dwellings in the Woodbank house field. If the number of dwellings in this location were reduced or reconfigured then potentially more of the LEPO woodland could be saved. There is also the additional factor of the impact of wildlife on all of the woodland plots as they become more populated with people that the additional disturbance and noise could reduce the biodiversity of these areas regardless.

The loss of the succession woodland at the pier head to accommodate the building is extensive. This is also a very well used visitor area as are both the beaches in front of the proposed hotel area.

In the EIAR v3 Non technical summary there is clarification of no further works in Drumkinnon woods which is welcomed.

In the EIAR v3 Non technical summary 5.2.7 – proposes a Landscape and biodiversity management plan for the ancient woodland area. It is requested a visualisation of this area in terms of tree loss and retention.

In the EIAR v3 Non technical summary, there is a proposal for the management of INNS which is welcomed as well as the removal of other non native species such as Harebell.

In the EIAR v3 Non technical summary, 5.2.13 provides impacts on red squirrel and as indicated previously there should be engagement around a grey squirrel management strategy prior to any construction phase should this development proceed.

In the EIAR v3 Non technical summary, 5.2.16 refers to bird box installation. These will need to be maintained and a record of the responsible person for this should be mentioned.

It is welcomed that the development no longer impacts on Drumkinnon Wood.

Zero waste

West Dunbartonshire Council may have responsibility for collecting waste from the proposed development. The Council therefore requests that the proposal is assessed against Policy 12 of NPF4 with regard to:

- the reduction, reuse and recycling of materials (criteria a)
- the provision of information relating to how much waste the proposals is expected to generate and how it will be managed (criteria c)

If approved, the Council would request that a condition(s) should be applied requiring the above information to be submitted, and that this information is shared with the Council for comment.

Sustainable transport

The Council notes that the site is potentially accessible via a range of transport, including walking, wheeling and public transport. In line with Policy 13, the Council expects the development to be designed and to include infrastructure and facilities, to encourage the use of sustainable transport to reach the site. An important connection is the proposed route through the site connecting Balloch as a whole with the development at Lomond Shores to encourage public access and reduce the use of the car, bringing more opportunities for the residents of Balloch and the surrounding area. The proposed monorail between Station Square and Pierhead enhances the connectivity between Balloch and Lomond Shores. This will assist in supporting an evening/winter economy together with the proposed tourism and commercial developments in the area. We are pleased that there are improvements proposed to the riverside walkway and its accessibility. We understand that discussions are underway with Scotrail to improve the rail service at Balloch to encourage users of the facilities to use more sustainable transport modes. Bike hire, available at Station Square will encourage more movements by bike and will be a welcome addition to the facilities proposed at this location.

Key walking and cycling routes such as NCN Route 7, the John Muir Way and West Loch Lomond Cycle Way will be enhanced and widened to Sustrans standards. The

enhancements to these shared walking and cycle routes will also bring benefits to the wider community and this is a welcome addition.

The “Lomond Promise” was submitted to LLTNPA and it binds the applicant to vows made to the community at pre-application stage, and included providing sustainable transport measures such as:

- Green Travel Plan.
- Summer Traffic Survey to be carried out once operational.
- Provision of an electric hopper bus to serve the development.
- Investigate integrated bus/rail tickets options.
- Cyclescheme initiative for employees.
- Provision of electric buggies for customers within the site.
- Provision of signage and facilities for walkers and cyclists.

It is understood that this came in response to issues raised by the community throughout the planning application process and it is aimed to reassure the local community that the applicant is committed to having a positive long-term impact on the area by being an active and responsible participant of the Balloch community. This commitment to the community and the measures to support sustainable modes of transport is welcomed by West Dunbartonshire Council.

Other measures being proposed such as the Travel Noticeboards could provide links to existing information on pedestrian facilities in the wider Balloch area including the Core Paths as well as distances and associated walking journey times. Provision of adequate warning signs throughout the development site alerting drivers to the main pedestrian routes through the site and discounted or free travel for employees on the proposed monorail, would assist with completing the last leg by foot.

Bus services currently operate on Ben Lomond Way within the main Loch Lomond Shores site as well as a more frequent level of service on Balloch and Drymen Road.

The proposed monorail is a particular attraction of the development and it will enhance connectivity from Balloch village main to the heart of the development (adjacent to Loch Lomond Shores retail crescent and Pierhead). Discounted or free travel for employees on the proposed monorail, would assist with encouraging access to the wider public transport services and would be of benefit to employees who are residents of West Dunbartonshire area.

To maximise uptake of public transport by employees, residents and visitors the site the development will be supported by the introduction of the provision of Travel Noticeboards within staff areas/ facilities showing the locations of local bus stops (& stance) and rail/ monorail station locations, including indicative walking and cycling journey times together with bus and rail and monorail timetable information and Local public transport operator contact details.

All these proposals are welcomed to reduce the impact on the development on the local community and the area whilst providing greater access to existing and new facilities.

Liveable places

Consideration should be given to the impact of the proposed development on the amenity of the surrounding area in line with Policy 14, having particular regard to the amenity of existing residential areas in proximity to the proposed development site in terms of noise, dust, smell, traffic, parking and other general amenity issues.

Local living

The Council notes the significant amount of holiday accommodation being proposed within the development, as well as staff and day visitors, and notes the mutual benefits that would be achieved for users and employees of the development, and existing facilities and businesses by the provision of good connections between the development site and Balloch and the wider area West Dunbartonshire area. The enhancement and promotion of the use of sustainable transport modes will help to reduce impact on the local area but also facilitate greater access for the wider community.

Infrastructure first

In line with Policy 18, the impacts of the development on infrastructure should be mitigated:

Traffic impact

Whilst the applicant is promoting and enhancing more sustainable transport modes of transport, it is acknowledged the development is a significant travel generating use, and a transport assessment and travel plan accompanies the proposals. This is acceptable to the Council's Roads and Transportation Service subject to certain conditions.

The proposal has the potential for traffic impacts on the adjacent roads - A82, A811, Balloch Road, Old Luss Road, Pier Road and Ben Lomond Way. The potential effects on these road networks and any impact on the wider area in terms of capacity, congestion and delay are considered in the submitted Transport Assessment. The Transport Assessment has been independently assessed by consultants for the Council's Roads Service and is based on 2017 Traffic Survey information together with the traffic movement at peak times and the network capacity with the additional trips from the development.

It is widely known that the summer season, good weather weekends and local events can increase traffic significantly on the A82, A811 and the local roads, all to the detriment of the local area. Survey data was gathered in August 2017 (W/C Thursday 10th August 2017 to Wednesday 16th August 2017 inclusive) during the summer holiday period. This was to provide traffic data for a sensitivity assessment, should it be required at key pinch points on the network subject to a neutral month assessment. Normally mitigation would not be provided for a summer season

assessment given the industry standard premise that is generally not appropriate to design and build for a non-neutral assessment scenario. However following discussion with the Council's Roads Service additional surveys were undertaken by the applicant's agent on two junctions in November 2021 to check the validity of the extensive 2017 surveys. The assessment of the two surveys found that the 2017 survey flows were higher than the 2021 flows in both the morning and evening peak period. The report at that time showed both junctions worked with adequate reserve capacity with no material traffic impact from the proposed development on the operation of the existing Stoneymollan Roundabout Junction and Ballochloan Roundabout. There were some occasional spikes mainly due to queuing from the adjacent MacDonalds food outlet and seasonal traffic. The report indicates that this issue will not be exacerbated by the proposed development at Lomond Banks.

It is understood that the applicants have agreed to make a financial contribution to Transport Scotland through Section 48 Agreement of the Road Act towards Transport Scotland's plans to improve the Stoneymollan Roundabout. The improvement and finance agreed will cover new signalisation at the Stoneymollan roundabout and realignment of the Roundabout. This together with other planned alterations work undertaken by Transport Scotland on Stoneymollan Roundabout will help manage the flow of traffic more efficiently in the area.

This agreement between the applicant and Transport Scotland is separate from the Planning Process however West Dunbartonshire Council support the mitigation measures to be undertaken to the Stoneymollan Roundabout.

Following extensive discussions between the applicant's agent and the Council's Roads Service, our Road service requested a further summer traffic assessment to provide confirmation of the previous conclusions from the Summer Assessment of 2017. Additional traffic surveys were carried out in August 2023. The Council's Road Service then carried out a further review of the traffic data which shows that the 2023 data is higher in the PM peak, but lower in the AM and Saturday compared to the 2017 traffic flows. The model has been calibrated correctly in relation to geometries and input traffic flow scenarios. A review of the traffic flows showed that on a number of approaches unequal lane usage was present. This would result in an over estimation of capacity.

As a result, the Council's Roads Service commissioned consultants to model the Ballochloan Roundabout applying survey data captured to better understand the operational performance of the junction with the inclusion of the additional development. High level consideration of the Lomond Shores model noted that there was unequal lane usage and a number of traffic flows showed that on a number of approaches unequal lane usage present. This would result in an overestimation of capacity. A review of geometry of the approaches noted some minor changes to the geometry inputs from the model submitted as part of the Transport Assessment. Therefore, the model shows capacity issues on A811 W approach in the PM peak in 2023 Base Scenario. A review of the roundabout suggests a widening of A811 W approach to allow a left slip lane will mitigate against the issue and add further capacity in times of high usage.

Therefore, the Council recommends that the above works to Ballochloan Roundabout is undertaken and is conditioned to any grant of planning permission.

Parking provision

The parking provision should provide additional parking for the development and will supplement existing parking already provided in the local area and help to avoid on street parking. There is a recognition that while parking demand must be catered for, overprovision is equally unacceptable in the overarching effort to encourage uptake of sustainable travel modes over private car. Parking provision has been calculated on individual uses proposed. Exact parking quantum will be appropriately considered in line with West Dunbartonshire Council's parking standards for the hotel, water leisure and lodges at the detailed application stage. A Parking and Signage Strategy sets out how parking across the site will be managed to ensure guests of Lomond Banks will park appropriately and not have a detrimental impacting on adjacent streets and residential areas.

Heat and cooling

The Council has recently approved a draft Local Heat and Energy Efficiency Strategy which identifies a Heat Network Strategic Zone in Alexandria. In line with Policy 19, consideration should be given to the opportunity of the proposed development site benefitting from or contributing to a sustainable heat network. There would be good opportunities to take forward innovative projects in terms of heat and energy.

Blue and green infrastructure

In line with Policy 20, the Council expects the development to avoid fragmentation and net loss of existing blue and green infrastructure across the site. In particular, the development should seek to enhance and not lead to a reduction in the provision of public access to and across the site, and to the river where appropriate. Existing public access routes and connections should be retained and enhanced where possible.

Play, recreation and sport

The Council notes the inclusion of play and sport facilities in the proposal and the potential support offered for this through Policy 21. The proposed development should ensure there is no net loss of publicly accessible formal and informal play opportunities and the new facilities are available to the wider Balloch and Vale of Leven area.

Flood risk and water management

When assessing the proposals against Policy 22, the Council requires that any assessment of flood risk and proposals for managing flood risk and water management have regard to possible impact on locations outwith the development site. Policy 22 promotes a precautionary approach to flooding by avoiding development in flood risk areas. The Majority of Zone B –Riverside and part of Zone

A –Station Square is in the flood risk area and SEPA have ask these are modified to remove development from the flood risk area.

SEPA are presently objecting to the development under policy 22 of NPF4 and it will be for the National Park Planning Authority to resolve this objection and to ensure that the proposal can meet the criteria in terms of Policy 22 of NPF4 and that any agreed measures do not have an adverse impact on the adjacent area.

Health and safety

In line with Policy 23, the Council notes that the proposed development includes facilities that will offer the opportunity for health improvement e.g. health facilities, paths etc.

The impact of construction and operational noise on local residential areas should be assessed and mitigated.

Community wealth building

In line with Policy 25, the Council expects the development to contribute to community wealth building through the provision of community and economic benefits. These may include, but not be limited to, the creation of jobs for local people, the use of local supply chains, and the provision of access and facilities on the site that will benefit the health and wellbeing of local people. The “Lomond Promise” involves the applicant committing to work in partnership with local businesses and the Community Councils and support collaborative marketing campaigns to promote Local Communities and their business. There is significant potential for the development to benefit the local economy.

City, town, local and commercial centres

The Council notes that some of the uses proposed are referenced in Policy 27 as uses that would generate significant footfall and could be located within town, local or commercial centres. The Council requests that the impact of these uses on existing centres such as Balloch, Alexandria and Dumbarton be assessed as part of the development and any adverse impacts mitigated.

Retail

The Council notes that the proposed development includes retail facilities with limited information available on the scale and nature of these. Assessment against Policy 28 of NPF4 will therefore be required, and the Council requests that this assessment has regard to impact on existing retail businesses and premises in Balloch centre and Alexandria town centre, with conditions applied restricting the scale and nature of retail operations to ensure no significant adverse impact on these centres.

Tourism

The Council notes that the proposed development site is zoned for tourism uses in the relevant local plan, and that there is therefore support in principle for tourism development on the site offered by Policy 30.

The economic benefits of the proposal with regard to new jobs created within the development, and increased local expenditure from visitors to the site are recognised which would benefit local businesses and traders and specifically would assist the ongoing viability of Lomond Shores. The proposal would help to establish Balloch as a gateway to Loch Lomond and increase its attractiveness as a tourist destination. The new development is likely to stimulate further improvements in Balloch e.g. Station Square, Duncan Mill Slipway improvements or active travel links linking to the National Cycle Network. Increased number of visitors staying in the area could help unlock redevelopment potential of Balloch Castle and help other local attractions e.g. Maid of the Loch.

The development proposals would be positive in terms of increase in local employment opportunities and increase in tourism numbers to the local area which could also benefit local businesses and traders, and specifically would assist the ongoing viability of Lomond Shores through the “Lomond Promise” which is detailed above.

The Council considers the key consideration of the assessment of this proposal is set out in criteria b) ii. of Policy 30, which is ensuring that the proposed development is compatible with the surrounding area in terms of the nature and scale of the development and the impacts of increased visitors.

Culture and creativity

In line with Policy 31, opportunities for public art should be explored as part of the assessment of the application which will benefit the development proposal but the wider area.

APPENDIX 2

DC23/211/PPP: PROPOSED CONSTRUCTION OF MARINE TECHNOLOGY PARK COMPRISING INDUSTRIAL UNITS FOR MARINE ENGINEERING, FABRICATION, RESEARCH AND DEVELOPMENT, AND ASSOCIATED USES; ALONG WITH SITE ACCESS AND ASSOCIATED INFRASTRUCTURE; (IN PRINCIPLE) AT SITE OF FORMER CARLESS OIL TERMINAL, ERSKINE FERRY ROAD, OLD KILPATRICK

GRANT full planning permission subject to the following conditions:-

1. Prior to the commencement of works associated with any part of the development (apart from remediation works approved under DC18/245) and unless otherwise agree in writing by the Planning Authority, applications for the approval of matters specified in conditions shall be accompanied by:-
 - (a) All proposed development platform(s);
 - (b) Full site layout details showing the position of all buildings, roads, access arrangements, parking areas, footpaths, green corridors, open space, boundary treatments (inclusive of any walls, fences and gates) and drainage infrastructure;
 - (c) Notwithstanding (b) above, full details of the upgrade to Erskine Ferry Road within the application site boundary;
 - (d) Block and layout plans showing existing, proposed and finished floor levels and elevations of each building, showing dimensions, and palettes of external materials;
 - (e) Details of existing and proposed site levels;
 - (f) Any submissions that include proposals for buildings will provide details of all parking provision associated with them inclusive of electric vehicle charging points, cycle parking, shelter and storage provision, shower, changing and drying facilities and any other facilities and measures which promote and support active and sustainable travel;
 - (g) Landscape and streetscape plans showing the locations and species of all proposed trees, shrubs, hedges, palettes of hard landscaping materials and street furniture;
 - (h) Details of the management and maintenance of all landscaping and planting identified in (g) above;
 - (i) Details of all existing trees or hedging to be retained;
 - (j) Surface Water Drainage arrangements and Sustainable Drainage arrangements;

- (k) Details of the disposal of sewerage;
 - (l) Full details showing the connection of all proposed buildings to fibre optic networks; and
 - (m) Sustainability Implementation Plan.
2. Prior to the submission of the first application for the approval of matters specified in condition submitted under Condition 1 above, a design guide to establish the principles for the design and locations of buildings/structures, street furniture, railings, bollards, signage, bins, substations, generators and cycle parking shall be submitted to and approved in writing by the Planning Authority. Unless otherwise agreed in writing by the Planning Authority, each application for approval of matters specified in conditions submitted under Condition 1 above shall demonstrate adherence to this design guide. For the avoidance of doubt, this shall include adherence to the design principles of the approved Design and Access Statement dated June 2023.
 3. All applications for the approval of matters specified in condition details submitted under Condition 1 above shall follow the approach of the masterplan and phasing plan approved under this permission unless otherwise agreed by the Planning Authority.

Notwithstanding condition 3 above, all applications for matters specified by condition submitted under Condition 1 above shall include an up-to-date phasing plan for the entire application site showing the relevant phases and anticipated timescales for the development of each phase, and the inter-relationship of the phases.

4. The uses hereby permitted within the application site are Use Class 4 (business and light industry and Use Class 5 (general industry), together with ancillary Use Class 3 (Food and Drink) and Use Class 10 (restricted to an interpretation centre and a nursery/creche only). For the absolute avoidance of doubt, the approved uses within Use Classes 4 and 5 of the Town and Country (Use Classes) Scotland Order 1997 (as amended) and as may be subsequently amended or superseded, relate solely to marine engineering and marine renewables fabrication, research and development, and associated uses (water compatible or essential infrastructure) and are as specified in Section 3.3.1 of the submitted Planning Statement dated October 2023. Any changes in the approved use within the specific Use Class Order or to other classes of the Use Classes Order will require the submission of a further application for planning permission.
5. In terms of Conditions 1 and 5 above, the appropriate minimum finished floor levels shall be as outlined in the submitted Flood Risk Assessment (FRA) (dated October 2023) for the proposed uses unless otherwise agreed by the Planning Authority. The proposed uses which are assessed as water compatible or essential infrastructure shall be at a lower elevation – likely to be 5.27m AOD. The appropriate finished floor level which are assessed as non-water compatible or essential infrastructure uses and equates to the

1:200 plus climate change plus freeboard level of 6.17m AOD. Safe access/egress shall be provided for any elements of development on site that is not assessed as 'water compatible' or 'essential infrastructure' i.e. the interpretation centre, nursery/creche and café and any other use within Class 3 and 10 of Use Classes (Scotland) Order 1997 shall be provided at an elevation of >5.33m AOD.

6. As part of any application for the approval of matters specified in conditions, a Landscape and Ecological Management Plan shall be submitted to and approved in writing by the Planning Authority. This Plan shall include works to enhance the Local Nature Reserve and the timing of works to negate the impact on amphibians. The approved Landscape and Ecological Management Plan including any measures which shall be implemented on site and unless otherwise agreed in writing by the Planning Authority. Any modifications or updates required for this approved strategy shall first be subject to the written approval of the Planning Authority and implemented thereafter as approved.
7. Unless otherwise agreed in writing by the Planning Authority, as part of any applications for approval of matters specified in conditions, and with regard to the requirements of condition 1 above, a supporting report which evidences how the relevant development proposals complies with and delivers the requirements and aims of the 'Landscape and Ecological Management Plan' section of the Design Guide, approved under Condition 2 above.
8. As part of any application of the approval of matters specified in condition, unless otherwise agreed with the Planning Authority, a Construction and Environment Management Plan (CEMP) shall be submitted to and approved in writing by the Planning Authority. The CEMP shall include measures aimed at ensuring that the areas of Special Protection Area adjacent to the application site boundary are not adversely affected by pollution, run-off both during and after the construction phase of the development. The CEMP shall also set out details of the schedule of works, including how it will be sought to schedule all work, and especially those elements of construction with the highest potential for noise and vibrational disturbance eg piling to the least sensitive summer period from 16 March to 15 September. The timetable shall set out how the construction works will be programmed to minimise noise and vibration generation during the months of September to March inclusive and associated disturbance on wintering redshank and other qualifying features of the Inner Clyde Special Protection Area. The agreed mitigation measures of CEMP shall be implemented on site and unless otherwise agreed in writing by the Planning Authority and shall remain in place for the duration of the construction phase of the full re-development of the site. Any modifications or updates required for the approved CEMP shall first be subject to the written approval of the Planning Authority and implemented thereafter as approved.
9. No development shall be undertaken on site between the months of September to March inclusive until an acoustic/visual screen barrier has been installed along the boundary between the Inner Clyde Special Protection Area (SPA) and the area proposed for development works within the application

site. Prior to its erection, details of the proposed screen barrier including its location, extent, design and level of obscurity shall be submitted to, and approved in writing by the Planning Authority. The approved screening barrier shall thereafter be implemented as approved in a timescale agreed in writing by the Planning Authority. Unless otherwise agreed in writing by the Planning Authority, the approved screening barrier shall remain in place and maintained for when construction works are taking place within the part of the site impacting the SPA. For the avoidance of doubt, these barriers shall be sufficient to ensure that site operatives working on site are fully screened from any wader species feeding within the SPA boundary out to a distance of 150 metres from the works.

10. Notwithstanding the terms of Conditions 9 and 10 above, where work is unavoidably during the sensitive wintering period of the months of September to March inclusive and it is not practical or possible to pre-install acoustic and visual screen barriers between the works and SPA then a suitability qualified independent Ecological Clerk of Works shall be appointed by the developer/applicant to oversee, monitor and ensure the effectiveness of all ecological mitigation measures to protect the integrity of the Inner Clyde Special Protection Area and other ecological designations. The Planning Authority shall be notified in writing once this person has been appointed. Thereafter, the ECoW shall remain in place for the duration of the construction works associated with that part of the development and shall be kept adequately informed of scheduling proposals and will be invested with sufficient authority to halt or postpone any and all relevant works until such times as they have confirmed no Redshank or other wildfowl are feeding on the SPA out to a distance of 150 metres of the works concerned, unless otherwise agreed with the Planning Authority.
11. Prior to the submission of the first application for the approval of matters specified in conditions submitted under Condition 1 above, a Lighting Strategy shall be submitted to and approved in writing by the Planning Authority. Thereafter, all application for the approval of matters specified in conditions submitted under Condition 1 above shall demonstrate compliance with the approved Lighting Strategy. The Lighting Strategy shall provide specific confirmation that night lighting will be avoided during the months of September to March inclusive where such lighting would illuminate areas of inter-tidal habitat of the Inner Clyde Special Protection Area (SPA) to levels in excess of 1 Lux (i.e. the maximum natural nighttime background light level). It shall take into account all of the lighting needs associated with the development during operational hours and shall be the minimum required to perform the relevant lighting task. It shall be specifically designed to minimise the risk of light spillage beyond the development site boundary and into the sky and to avoid dazzle or distract drivers on nearby roads. The approved strategies and lighting scheme, including any mitigation measures shall be implemented on site and shall remain in place for the duration of the construction and operational phase of the full re-development of the site, and unless otherwise agreed in writing by the Planning Authority. Any modifications or updates required for these approved strategies shall first be

subject to the written approval of the Planning Authority and implemented thereafter as approved.

12. No development or construction activity including the temporary use of plant or storage of materials shall take place within the application site boundary which overlaps with the SPA or at any location within the SPA designation.
13. As part of any applications for approval of matters specified in conditions submitted under Condition 1 above, and with regard to the requirements of condition 1 above, up-to-date ecology surveys inclusive of all protected species insofar as required in relation to the area of proposed development and associated ecological features shall accompany development proposals within the site. These surveys shall be carried out by a suitable qualified ecologist at the appropriate time of year and will be provided to update the baseline information provided through the Environmental Statement and ecological surveys provided as part of this application. Furthermore, should the results of such surveys show them to be necessary, any such applications shall also be accompanied by the relevant species protection plans to identify any license requirements.
14. As part of the submission of any application for approval of matters specified in condition under Condition 1 above, it shall be demonstrated that the areas where otter are identified to lie-up are maintained in the detailed design of the development.
15. Unless otherwise agreed in writing by the Planning Authority, as part of the submission of any application for approval of matters specified in condition under Condition 1 above an Otter Protection Plan shall be submitted to and approved by the Planning Authority and any mitigation measures arising from the Plan shall be implemented as approved.
16. Prior to the commencement of any piling on site, a method statement setting out how a 'soft start' piling methodology will be implemented on site in order to ensure that marine mammals, particularly harbour porpoises, are not impacted by 'full impact strikes'.
17. No removal of trees and vegetation shall take place during the bird nesting season March to September inclusive unless first agreed in writing by the Planning Authority, and a nesting bird survey shall be undertaken not more than 48 hours prior to the commencement of site clearance works, the findings of which shall be submitted and agreed by the Planning Authority.
18. As part of the first application for the approval of matters specified in conditions under Condition 1 above, an Energy Strategy for the site shall be submitted for the approval of the Planning Authority. The Energy Strategy shall include details for the delivery and implementation of on-site low carbon and renewable energy solutions, building specific technologies and features alongside any other measures aimed at increasing energy efficiency on the site. The approved strategy including any agreed measures shall be implemented on site and unless otherwise agreed in writing by the Planning

Authority and shall remain in place for the lifetime of the development. Any modifications or updates required for the approved strategy shall first be subject to the written approval of the Planning Authority and implemented thereafter as approved. All subsequent applications for matters specified by condition under Condition 1 above shall demonstrate adherence to the agreed approach.

19. As part of any application for the approval of matters specified in condition 1 above, unless otherwise agreed with the Planning Authority a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Planning Authority. The approved CTMP including any mitigation measures shall be implemented on site and unless otherwise agreed in writing by the Planning Authority and shall remain in place for the duration of the construction phase of the full re-development of the site. Any modifications or updates required for the approved CTMP shall first be subject to the written approval of the Planning Authority and implemented thereafter as approved.
20. Prior to the occupation of any part of the site, a site wide Travel Plan including measures to minimise the impact of traffic and to promote sustainable and active travel choices for staff and visitors shall be submitted to and approved in writing by the Planning Authority. The approved Travel Plan including any agreed measures shall be implemented on site and unless otherwise agreed in writing by the Planning Authority and shall remain in place for the lifetime of the development. Any modifications or updates required for the approved Travel Plan shall first be subject to the written approval of the Planning Authority and implemented thereafter as approved.
21. Prior to the occupation of any part of Phase 2C on the approved phasing plan, the works associated with the upgrading and widening of the existing private section of Erskine Ferry Road to facilitate two-way traffic with a 2 metre continuous shared footpath/cycleway on one side of the new road shall be fully completed. An emergency access shall also be formed along southern east boundary of the site with the Dalmuir bonded warehouses and fully completed to the satisfaction of the Planning Authority prior to the occupation of any part of Phase 2C.
22. Prior to submission of any application for the approval of matters specified in conditions a detailed report on the nature and extent of any contamination for that phase shall be submitted to and approved in writing by the Planning Authority. The report shall be prepared by a suitably qualified person and shall include the following:
 - a) A detailed site investigation identifying the extent, scale and nature of contamination on the site (irrespective of whether this contamination originates on the site)
 - b) An assessment of the potential risks (where applicable) to:
 - human health

- property (existing and proposed), including buildings, crops, livestock, pets, woodland and service lines and pipes
 - groundwater and surface waters
 - ecological systems
 - archaeological sites and ancient monuments
- c) An appraisal of remedial options, including a detailed remediation strategy based on the preferred option.
23. That unless otherwise first agreed in writing by the Planning Authority, no development (other than investigative works) shall commence on any phase until such time as a detailed Remediation Scheme for that phase 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 its intended use. The scheme shall include method statements with 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 completion of the remediation works shall mitigate the risks that resulted in the site being identified as contaminated land under Environmental Protection Act 1990 Part IIA in relation to the intended use of the land after remediation.
24. The approved Remediation Scheme shall be carried out in accordance with its terms prior to the commencement of any 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, a verification report which demonstrates the effectiveness of the completed remediation works shall be submitted to and approved in writing by the Local Planning Authority.
25. Prior to development of each phase an updated Remediation Statement, as defined in Section 78H(7) of Part IIA of the EPA 1990, shall be submitted and approved by Planning Authority and by SEPA as the Enforcing Authority of the Special Site. This statement will confirm that the remediation proposed under DC18/245 has been completed and will also detail the remediation actions that are being, have been, or are expected to be, done across the remainder of site as well as the time periods within which these things were/are being/will be done.
26. If the Remediation Plan requires it then a monitoring and maintenance scheme (including the monitoring of the long-term effectiveness of the proposed remediation) shall be submitted to and approved in writing by the Planning Authority. Any actions/measures ongoing shall be implemented within an agreed timescale 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.

27. The presence of any previously unencountered contamination that becomes evident during the development of the site shall be reported to the Planning Authority in writing within one week, and work on the affected area shall cease. At this stage, if requested by the Planning Authority, an investigation and risk assessment shall be undertaken, and an amended Remediation Scheme shall be submitted to and approved by the Planning Authority prior to the recommencement of works in the affected area. The approved details shall be implemented as approved.
28. If there is a requirement to either re-use site won material or to import material, then the assessment criteria and sampling frequency that would adequately demonstrate its suitability for use shall be submitted to and approved by the Planning Authority prior to any material being re-used or imported. In addition to this and in accordance with BS3882:2015 and BS8601:2013, material to be used in the top 300mm within landscaped areas shall also be free from metals, plastic, wood, glass, tarmac, paper and odours. On completion of the works and at a time and or phasing agreed by the Planning Authority, the developer shall submit a validation report containing details of the source of the material and associated test results to demonstrate its suitability for use.
29. Unless otherwise agreed by the Planning Authority, no works shall take place on site until such time as a noise / vibration impact assessment has been submitted to and approved in writing by the Planning Authority. This assessment shall include an assessment of the potential for the proposed use to cause noise / vibration nuisance affecting nearby properties. Where potential disturbance is identified, proposals for the attenuation of that noise / vibration shall be submitted to and approved in writing by the Planning Authority. Any such approved attenuation scheme shall be implemented prior to the works commencing and shall thereafter be retained in accordance with the approved scheme. Should the approved 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 assessment and any recommendations in respect of attenuation measures shall be prepared by a suitably qualified person.
30. Unless otherwise agreed by the Planning Authority. 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.

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

Mondays to Fridays:	0800-1800
Saturdays:	0800-1300
Sundays and public holidays:	No working

32. 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: '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.
33. 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.
34. Unless otherwise agreed by the Planning Authority, and prior to the commencement of development on site an air quality impact assessment in accordance with the Environmental Protection UK guidance document "Development Control: Planning for Air Quality 2017" shall be submitted to and approved by the Planning Authority. The findings of the assessment shall be implemented prior to the development commencing on site or within a timescale agreed by the Planning Authority.
35. Prior to the commencement on any development on site, details of measures to protect retained trees and areas of woodland on the site during construction shall be submitted to and approved in writing by the Planning Authority. The details shall include specific details for the establishment of buffer zones for the protection of trees and area of woodland along and within the site boundary. Thereafter, unless otherwise agreed in writing by the Planning Authority, the approved measures shall be implemented and shall remain in place for the duration when construction works are taking place on site.
36. Any application for matters specified by condition submitted under Condition 1 above that proposes buildings or structures exceeding 15 metres in height shall specifically identify full details of the location, height, layout, form and materials of any such buildings and structures exceeding 15 metres above

ground level to allow a full assessment of these details in consultation with Glasgow Airport.

37. As part of any application of the approval of matters specified in condition 1, unless otherwise agreed with the Planning Authority a Bird Hazard Management Plan shall be submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The submitted plan shall include details of: management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with Advice Note 8 ‘Potential Bird Hazards from Building Design’ The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the development. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport.
38. No development shall take place in any phase until full details of soft and water landscaping works shall be submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 ‘Potential Bird Hazards from Amenity Landscaping & Building Design’ (available at www.aoa.org.uk/publications/safeguarding.asp). These details shall include:
- The species, number and spacing of trees and shrubs.
 - Drainage details including SUDS – Such schemes must comply with Advice Note 6 ‘Potential Bird Hazards from Sustainable urban Drainage Schemes (SUDS) (available at www.aoa.org.uk/publications/safeguarding.asp).
- No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The scheme shall be implemented as approved.
39. No buildings shall be constructed within the Health and Safety Executive consultation zone associated with the adjacent Dalmuir bonded warehouses.

APPENDIX 3

Exhibit 2: Educational Services Committee dates and proposed changes

Educational Services Committee – proposed dates							
BCR	P3	P5	P7	P10	P3	P5	P7
Current Date / Time	18/09/24 10:00	04/12/24 10:00	19/03/25 14:00	11/06/25 10:00	17/09/25 10:00	10/12/25 10:00	18/03/26 10:00
Proposed Date / Time	18/09/24 10:00 (Note 1)	27/11/24 10:00	19/03/25 10:00	28/05/25 10:00	17/09/25 10:00 (Note 1)	26/11/25 10:00	18/03/26 10:00
Summary	No Change	Week Earlier	Change in Time	Fortnight Earlier	No Change	Fortnight Earlier	No Change

Educational Services Committee – proposed dates					
BCR	P10	P3	P5	P7	
Current Date / Time	10/06/26 10:00	16/09/26 10:00	09/12/26 10:00	17/03/27 14:00	
Proposed Date / Time	06/05/26 10:00	16/09/26 10:00 (Note 1)	09/12/26 10:00 (Note 2)	10/03/27 10:00	
Summary	Month Earlier	No Change	No Change	Week Earlier & Time Change	

Note 1 – No proposal to change September meetings to avoid papers being issued during the school holidays.

Note 2 – It was not possible to find alternative dates for these committees which could be accommodated.

