

Agenda



Planning Committee

Date: Wednesday, 4 October 2017

Time: 10.00

Venue: Committee Room 3,
Council Offices, Garshake Road, Dumbarton

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

Dear Member

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

Yours faithfully

JOYCE WHITE

Chief Executive

Distribution:-

Councillor Jim Finn (Chair)
Bailie Denis Agnew
Councillor Jim Brown
Councillor Gail Casey
Councillor Karen Conaghan
Councillor Diane Docherty (Vice Chair)
Councillor Douglas McAllister
Councillor Marie McNair
Councillor Lawrence O'Neill
1 Vacancy (non-SNP Member)

All other Councillors for information

Date of Issue: 21 September 2017

PLANNING COMMITTEE
WEDNESDAY, 4 OCTOBER 2017

AGENDA

1 APOLOGIES

2 DECLARATIONS OF INTEREST

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

3 MINUTES OF PREVIOUS MEETING 5 - 8

Submit for approval as a correct record, the Minutes of Meeting of the Planning Committee held on 6 September 2017.

4 NOTE OF VISITATION 9

Submit, for information, Note of Visitation carried out on 4 September 2017.

5 PLANNING APPLICATIONS

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

Continued Application:-

- (a) DC17/156 – Change to roof pitch and height of bungalow at housing development site at Singer Street and Second Avenue, Clydebank by West Dunbartonshire Council (amendment to DC15/238). **To follow**

New Application:-

- (b) DC17/129 – New bottling hall building including delivery, **11 - 30**
Storage and dispatch areas, and associated administration
and support facilities, external barrel storage area, delivery
roads and parking for HGVs, additional staff parking, landscaping
and SUDS drainage scheme, at Kilmalid, Stirling Road, Dumbarton by
Chivas Brothers. Ltd.

6 CONSERVATION AREA APPRAISALS FOR HIGH DALMUIR, 31 – 46
KNOXLAND SQUARE AND LUSSET ROAD/MOUNT
PLEASANT DRIVE, OLD KILPATRICK CONSERVATION AREAS

Submit report by the Strategic Lead – Regulatory advising of the preparation of Conservation Area Appraisals for High Dalmuir, Knoxland Square and Lusset Road/Mount Pleasant Drive, Old Kilpatrick Conservation Areas and seeking approval to undertake public consultation on the Conservation Area Appraisals.

PLANNING COMMITTEE

At a Meeting of the Planning Committee held in the Council Chamber, Clydebank Town Hall, Dumbarton Road, Clydebank on Wednesday, 6 September 2017 at 10.00 a.m.

Present: Bailie Denis Agnew and Councillors Jim Brown, Karen Conaghan, Diane Docherty, Jim Finn, Marie McNair and Lawrence O'Neill.

Attending: Pamela Clifford, Planning & Building Standards Manager; Keith Bathgate, Team Leader - Development Management; Antony McGuinness, Team Leader – Forward Planning; Nigel Ettles, Section Head – Litigation and Craig Stewart, Committee Officer.

Apologies: Apologies were intimated on behalf of Councillors Gail Casey and Douglas McAllister.

Councillor Jim Finn in the Chair

DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest in any of the items of business on the agenda.

MINUTES OF PREVIOUS MEETING

The Minutes of Meeting of the Planning Committee held on 2 August 2017 were submitted and approved as a correct record.

NOTE OF VISITATIONS

A Note of Visitations carried out on 1 August 2017, a copy of which forms Appendix 1 hereto, was submitted and noted.

PLANNING APPLICATION

A report was submitted by the Strategic Lead – Regulatory in respect of the following planning application:-

DC17/156 – Change to roof pitch and height of bungalow at housing development site at Singer Street and Second Avenue, Clydebank by West Dunbartonshire Council (amendment to DC15/238).

Having heard the Planning & Building Standards Manager advise that discussions were currently ongoing with regard to the application, it was agreed, in view of this, that the application would be continued to a future meeting of the Committee.

ANNUAL REVIEW OF QUARRIES AND LANDFILL SITES

A report was submitted by the Strategic Lead – Regulatory providing an update on the annual monitoring of the two quarries and two landfill sites in the West Dunbartonshire Council area, and the status of the relevant restoration bonds which apply to three of the sites.

After discussion and having heard the Planning & Building Standards Manager in further explanation and in answer to Members' questions, the Committee agreed:-

- (1) to note the outcomes of the site visits outlined in Appendix 1 to the report;
- (2) to note the status of the relevant restoration bonds; and
- (3) to note that a further update would be provided to a future Planning Committee during 2018.

DEVELOPMENT PLAN SCHEME AND PARTICIPATION STATEMENT 2017

A report was submitted by the Strategic Lead – Regulatory providing an update on the progress of the Development Plan and seeking approval of the annual review of the Development Plan Scheme and Participation Statement.

After discussion and having heard the Planning & Building Standards Manager and Team Leader – Forward Planning in further explanation and in answer to Members' questions, the Committee agreed to approve the Development Plan Scheme and Participation Statement contained in Appendix 1 to the report.

DEVELOPER CONTRIBUTIONS

A report was submitted by the Strategic Lead – Regulatory informing of financial contributions received to date from developers in relation to planning applications, and advising of projects on which developer contributions have been, and will be, spent.

After discussion and having heard the Planning & Building Standards Manager in elaboration and in answer to Members' questions, the Committee agreed:-

- (1) to note the financial contributions made by developers;

- (2) to note the projects on which contributions have been spent listed in Appendix 1 to the report;
- (3) to note the future projects listed in Appendix 1 to the report;
- (4) to note the proposed new system for collecting, distributing and monitoring developer contributions set out in Appendix 2 to the report; and
- (5) to note, in view of (4) above, that officers would incorporate a provision in the guidance for Members of the Committee to become involved in identifying which projects should be prioritised.

The meeting closed at 10.18 a.m.

PLANNING COMMITTEE

NOTE OF VISITATIONS – 1 AUGUST 2017

Present: Councillors Jim Brown, Karen Conaghan, Diane Docherty, Jim Finn and Marie McNair.

Attending: Keith Bathgate, Development Management Team Leader.

Apologies: Provost William Hendrie and Councillors Jim Bolla, Gail Casey, Iain McLaren, David McBride, Sally Page and Brian Walker.

SITE VISITS

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

DC17/119 – Change of use of office to café with ancillary hot food takeaway at 11 Castle Street, Dumbarton by Mr N. Gilmore; and

DC17/158 & DC15/258 – Erection of replacement farm outbuilding (retrospective) / Part change of use of farmland/buildings to storage of caravans/leisure vehicles, vehicle repair and steel fabrication (retrospective) at Overton Farm, Overton Road, Alexandria by Muirheads Dairy.

PLANNING COMMITTEE

NOTE OF VISITATION – 4 SEPTEMBER 2017

- Present:** Bailie Denis Agnew and Councillors Jim Brown, Diane Docherty, Jim Finn and Marie McNair.
- Attending:** Keith Bathgate, Development Management Team Leader.
- Apologies:** Provost William Hendrie and Councillors Jim Bolland, Gail Casey, Karen Conaghan, Ian Dickson, David McBride and Brian Walker.

SITE VISIT

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

DC17/156 – Change to roof pitch and height of bungalow at housing development site at Singer Street and Second Avenue, Clydebank by West Dunbartonshire Council (amendment to DC15/238).

WEST DUNBARTONSHIRE COUNCIL

Report by the Strategic Lead - Regulatory

Planning Committee: 4 October 2017

DC17/129 **New bottling hall building including delivery, storage and dispatch areas, and associated administration and support facilities, external barrel storage area, delivery roads and parking for HGVs, additional staff parking, landscaping and SUDS drainage scheme, at Kilmalid, Stirling Road Dumbarton by Chivas Brothers Ltd.**

1. REASON FOR REPORT

- 1.1** This application is for a 'Major Development' as defined in national regulations. The Council's Scheme of Delegation requires that such applications be determined by the Planning Committee.

2. RECOMMENDATION

- 2.1** That the Committee indicate that it is **Minded to Grant** full planning permission, and delegate authority to the Planning and Building Standards Manager to grant permission subject to resolution of the outstanding flood management issues, the conditions set out in Section 9, and such other conditions as may arise from the conclusion of technical consultations with the Roads Service over flood management.

3. DEVELOPMENT DETAILS

- 3.1** The application relates to the Chivas Brothers' spirit vatting and bottling plant at Kilmalid, situated at the south end of the Vale of Leven Industrial Estate, Dumbarton. The applicant wishes to expand the plant by adding a new bottling hall along with various other improvements in order to consolidate the firm's bottling operations at a single centralised facility.
- 3.2** The existing Kilmalid plant was first approved in 1974 and has been subject to significant modernisation and enlargement over the years. It currently extends to around 19 hectares of operational land, containing a complex of sizeable industrial buildings together with plant, parking, servicing and circulation space. Access to the site is from the Lionsgate Roundabout at the entrance to the Vale of Leven Industrial Estate, although there are some other industrial units nearby (including the new Aggreko factory), the site is largely surrounded by greenfield land. To the north east, the plant borders the industrial estate access road but is set back from it behind landscaped parkland, while to the south it borders open fields. To the west the site backs

onto low-lying areas of woodland and scrub along the east bank of the River Leven.

3.3 The current application seeks full planning permission for the works in two distinct areas at opposite ends of the site:

- Erection of a large new building to house an additional four bottling lines with associated production and dispatch facilities, on the site of an existing trailer park at the western extremity of the site. Whilst the building would be within the existing operational boundary, the associated service roads and replacement trailer parking areas would extend west and south into existing wooded areas, as would a proposed extension to the staff car park, the SUDS pond, and a compensatory flood storage area;
- Formation of a second access road and a barrel storage yard at the northern extremity of the site. This new road (the 'North Access Road') would extend north through an area of parkland to connect with the Vale of Leven Industrial Estate road opposite Strathleven House. The purpose of the road is to provide a backup means of access and to reduce congestion at the main gate. (Many of the lorries which service the site are operated by McPherson's Ltd., which is currently building a new depot area elsewhere in the Vale of Leven industrial estate). Although around half of the proposed barrel storage area would be within the existing plant boundary, it would also extend into the existing parkland area.

In addition, the company also intends to build new office accommodation at the site, but the location and design of this has not yet been decided so it does not form part of the current application. The proposal is as a result of the recent announcement by Chivas that they are to close their Paisley bottling plant and offices and transfer its operations and staff to Kilmalid.

3.4 Together with the projected new office building this would represent a £40 million investment by the Chivas, and would result in an additional 200 bottling plant jobs and 260 office jobs at the site, bringing total employment to around 1050. The plant would operate with two shifts between 06:30 and 23:15, with office staff working business hours. The new bottling plant building would be a large industrial structure similar in scale and character to the existing plant buildings. The ground floor of the building would comprise packaging, storage and despatch facilities, with the bottling plant and staff facilities on a partial first floor. It would have a gross floor area of approximately 20,000m² and would be comprised of two conjoined 16m high sheds with shallow pitched roofs joined in a valley, plus some higher plant areas up to 19m in height and two lower wings with their roofs hidden behind parapets. It would be finished in anthracite coloured composite cladding and roofing panels.

3.5 The application is supported by a design and access statement, transport assessment, flood risk assessment, drainage strategy, site investigation, noise impact assessment, tree survey, ecology report and archaeology report.

4. CONSULTATIONS

- 4.1** West Dunbartonshire Council Access Officer has no objection subject to the current informal path along the River Leven being maintained during and after construction.
- 4.2** West Dunbartonshire Council Environmental Health Service has no objection but recommends conditions relating to contaminated land.
- 4.3** West Dunbartonshire Council Estates Service supports the proposed investment and increased employment, but notes existing overspill of employee parking into the adjacent industrial estate and its access road.
- 4.4** The Health and Safety Executive has no objection to the proposal. The Kilmalid plant is a hazardous substance installation due to the storage of ethanol, and the increased quantity and extension of the plant boundary will require a variation of the site's hazardous substance consent.
- 4.5** Historic Environment Scotland notes that the proposed northern access road may have an adverse impact upon the setting of the 'A'-listed Strathleven House and suggests that if the road is necessary there should be efforts to mitigate its visual impact.
- 4.6** West Dunbartonshire Council Regeneration Service supports the proposed investment and jobs, but comments that the proposed new northern access road should be suitably landscaped to minimise its impact on the setting of Strathleven House.
- 4.7** West Dunbartonshire Council Roads Service has provided comments both as the Local Roads Authority and Flood Risk Management Authority. They have no objections to the proposal in either respect, but recommend various conditions in relation to a bus pick-up/drop-off facility, approval of details of the new road. The flood risk assessment is largely acceptable but several technical details were still under discussion at the time of writing.
- 4.8** SEPA has no objection to the proposal as they consider that flood risk issues at the site have been adequately addressed.
- 4.9** Scottish Natural Heritage consider that the proposal is unlikely to have any significant interest on designated species or habitats, subject to the caveat that more information is required in order to assess the impact on bats.
- 4.10** Scottish Water has no objection to the proposal, and notes that there is currently sufficient capacity in local water supply and sewerage to serve the development.
- 4.11** Transport Scotland have no objections but recommend that an employee travel plan be required by a condition.

- 4.12** West of Scotland Archaeology Service recommend that an archaeological watching brief be put in place during construction works.

5. REPRESENTATIONS

- 5.1** Two representations have been received, one objecting to the application and the other in support. The objection is from the Scottish Historic Buildings Trust (owners of Strathleven House), who are concerned that the proposed northern access road would detract from the setting of the listed building and would potentially become the primary means of access for heavy goods vehicles.
- 5.2** The representation in support of the application is from Strathleven Regeneration, which welcomes the proposed investment and increased employment in the area.

6. ASSESSMENT AGAINST THE DEVELOPMENT PLAN

Clydeplan 2017

- 6.1** The site is within the Lomondgate Strategic Economic Investment Location (SEIL), where Policy 5 encourages the safeguarding and promotion of these areas for employment purposes. Clydeplan identifies business / financial services, creative / digital industries and tourism as the key sectors. The Kilmalid site is an established drinks business within the SEIL, and therefore the proposed expansion of the plant would support one of the key sectors identified in the plan.
- 6.2** Policy 12 requires that the Council identify, protect and promote the Green Network and Green Infrastructure. The proposed development would result in the loss of a small area of Green Belt which is also a Local Nature Conservation Site (LNCS). Given the limited expansion into the Green Belt and LNCS, it is considered that this proposal is not of a strategic scale and it is therefore not contrary to Policy 12 of Clydeplan. Therefore it would be more appropriately considered under the relevant policies of the West Dunbartonshire Local Plan 2010 and the Local Development Plan: Proposed Plan (2016) below.

West Dunbartonshire Local Plan 2010

- 6.3** The majority of the site, including the proposed bottling plant building, lies within a designated existing industrial and business area, where Policy LE1 encourages development which would positively extend the permanent employment potential of the location. The proposal is supported by this policy.
- 6.4** The Vale of Leven Industrial Estate is defined as a Strategic Industrial and Business Location (SIBL) under policy LE6. Within such areas economic development uses will be promoted. However, the SIBL designation corresponded with a policy in the former Glasgow and Clyde Valley Structure Plan 2006 which has since been superseded. It is therefore considered that that no weight should be given to the SIBL designation, and more weight

should instead be given to the current Strategic Economic Investment Location (SEIL) designation within the recently approved Clydeplan (2017).

- 6.5** The area to the south and west of the proposed bottling plant building (in which it is proposed to form servicing and parking areas as well as the SUDS and flood mitigation features) is within the Green Belt and is also part of a Local Nature Conservation Site. Policy GB1 presumes against development in the Green Belt other than certain specified exceptions, which include there being a specific locational requirement and established need for the development and it cannot be accommodated on an alternative site. The proposal would result in a relatively small area of Green Belt being lost, but it is considered that the applicant has demonstrated that the proposed development cannot be accommodated on an alternative site as detailed in paragraph 7.11-7.12 below and that there is a site-specific locational requirement for the proposal. It is also considered that subject to the landscaping work proposed the development would not have an adverse impact upon the landscape character of the local area. Accordingly, the proposal is not considered to conflict with Policy GB1.
- 6.6** Policy E3A seeks to protect and enhance Local Nature Conservation Sites (LNCS), and where development would have an adverse effect on a LNCS satisfactory mitigation/compensation must be provided. In this case although the proposal would involve the loss of a small area of LNCS, the applicant proposes to provide a replacement area (the compensatory flood storage area, which is currently allocated as an industrial opportunity site), and various habitat improvement to offset this. It is considered that these compensatory/improvement measures would be sufficient to address the impact on the LNCS, and therefore the proposal would accord with Policy E3A.
- 6.7** The proposed northern access route would extend through an area designated as Woodland / Parkland Retention. Policy E7 presumes in favour of the retention of such areas. Although the amount of parkland which would be lost is limited and there would be suitable compensatory planting, the proposal is nonetheless contrary to this policy.
- 6.8** Policy E5 indicates that new development affecting trees should be subject to a tree survey, that loss of trees should be minimised, and that suitable safeguarding measures and new planting should be employed where appropriate. Policy E9 indicates that development within green corridors should have regard to the landscape character of the area. Proposals which are detrimental to landscape character will not normally be allowed unless they are supported by other policies and are subject to suitable mitigation measures. The proposal is subject to a tree survey and appropriate new planting and landscaping proposals, so it is considered to be in accordance with these policies.
- 6.9** Parts of the site (containing service roads and parking) lie within the flood plain. Policy F1 indicates that the Council will resist developments on the function flood plain or which are likely to increase the risk of flooding, whilst

Policy F3 sets out standards for flood prevention including the need for compensatory storage. In this case although the proposal does involve some development within the flood plain it is considered that there is a specific locational need for this. The development within the flood plain would be offset by the provision of compensatory flood storage and the proposed development would not give rise to any increased risk of flooding, and both SEPA and the Council's Roads Service are content with the proposed mitigation works. Accordingly, it is considered that the proposal is consistent with these policies.

- 6.10** Policies BE2 and BE7 indicate that works which would adversely affect the setting of a listed building or a designed landscape will not normally be supported. The proposed northern access road would be close to the 'A' listed Strathleven House and some associated listed structures, and the area around Strathleven House is a designed landscape (albeit that it is not included on the statutory Inventory of Gardens and Designed Landscapes). It is considered that the proposed landscaping measures would be sufficient to mitigate against the impact on the setting of the listed building and its designed landscape, and accordingly the proposal is consistent with these policies.
- 6.11** Policy GD1 is applicable to all new development and aims to ensure that development is of a high quality of design and respects the character and amenity of the surrounding area. The design of the proposed workshop building and associated works is discussed in Section 7 below and is considered to be appropriate and complies with Policy GD1.

7. ASSESSMENT AGAINST MATERIAL CONSIDERATIONS

West Dunbartonshire Local Development Plan (LDP) Proposed Plan

- 7.1** On 27 April 2016, the Planning Committee took a final decision not to accept the Local Development Plan Examination Report recommended modification in respect of including the Duntiglennan Fields site in Clydebank as a housing development opportunity, and therefore, as a result of the Scottish Ministers' Direction, the Local Development Plan will remain unadopted. All other recommended modifications of the Examination Report have been incorporated into West Dunbartonshire Local Development Plan, which will retain Proposed Plan status. The Council has received legal opinion that the Proposed Plan including the accepted modifications and the Examination Report continue to be a material consideration in the determination of planning applications.
- 7.2** The proposed bottling plant building and some of its associated service roads are located within an Existing Industry and Business area, where Policy GE2 supports the development of industrial uses. The proposed barrel store and around half of the length of the proposed northern access road are within a site designated as an Industrial / Business Opportunity, where Policy GE1 supports development for the purposes listed in Schedule 1 (i.e. business,

industry, storage or distribution). The proposal is supported by these two policies.

- 7.3** The balance of the northern access road is allocated as Open Space and for Green Network Enhancements. Policy GN1 states that development which would result in the loss of an open space will not be permitted unless provision of an open space of equal or enhanced quality and value is provided within the development or nearby vicinity. Policy GN2 states that all development will be required to follow the Integrating Green Infrastructure approach to design by incorporating elements such as SUDS, open space or habitat enhancement proportionate to the scale of the development. The proposal would result in a small loss of Open Space to form the new road, however the alignment of the new road has been designed to minimise its visual impact, and it is proposed to carry out new tree planting around it. It is therefore considered that the proposal would comply with these policies.
- 7.4** Part of the proposed service road and lorry parking area for the bottling hall, together with the extensions to the employee car park, the proposed SUDS basin and the compensatory flood storage area are all within the Green Belt, where Policy DS2 limits development other than specified types, none of which are applicable to the proposal. The proposed development is relatively small and it does not harm the integrity of the wider Green Belt, and the applicant also proposes that the compensatory flood storage area be redesignated as Green Belt to offset the loss. The impact on the Green Belt would therefore be negligible, but nonetheless the proposal is contrary to Policy DS2.
- 7.5** Within the Lomondgate and Vale of Leven Industrial Estate 'Changing Place', the strategy supports improvements to the industrial estate to enhance its role as part of the Lomondgate Strategic Economic Investment Location (SEIL). Within the SEIL economic development is encouraged, in particular in support of key economic sectors. Proposals for development should improve the quality of the estate, including its green network value, and they should not detract from the setting of Strathleven House or its designed landscape. The proposal would support this strategy as it represents a major employment development within the industrial estate, and landscape improvements are considered to mitigate against the visual impact of the new road.
- 7.6** Policy DS1 requires all development to contribute towards creating successful places by having regard to the six qualities of a successful place. These include:
- Distinctiveness (e.g. creating quality public spaces with suitable landscaping);
 - Adaptable (e.g. avoiding the creation of spaces which are likely to become neglected or obsolete);
 - Easy to get to and move around (e.g. providing good pedestrian links);
 - Safe and pleasant (e.g. incorporating appropriate lighting);

These issues are discussed below, and the proposal would comply with Policy DS1.

7.7 Policy DS6 indicates that development will not be supported on the functional floodplain. The development is partially on the functional floodplain the proposal is contrary to this policy, but this issue is discussed in paragraph 7.15 below and it is considered that the circumstances of the proposal allow a departure from this policy.

7.8 Policies BH3 and BH5 indicate that development should seek to protect the setting of listed buildings and designed landscapes. The impact of the proposal is considered to be acceptable and therefore it is consistent with these policies.

Principle of Development

7.9 The Kilmalid plant is an important local employer, and the food and drink industry is a strategically important business sector within the area. The majority of the application site is allocated in the adopted and proposed plans for industrial use, and the principle of expanding the operations is therefore strongly supported by the relevant policies.

7.10 However, the expansion of the plant and the formation of the proposed new northern access would extend the plant boundaries into land which is allocated as Green Belt and open space. The proposed development would result in the loss of a small area of Green Belt which is also a Local Nature Conservation Site (LNCS). Although the loss of Green Belt/open space is relatively small, the relevant policies presume against such development unless it can be demonstrated that there is a specific locational need for the development, and that the loss of green space is offset by compensatory open space provision or qualitative improvements to existing space.

7.11 The applicant has submitted a planning statement setting out the rationale for the choice of site, which explains that the company's principal objective is consolidating all of the vatting (mixing) and bottling operations on a single site. Separating the vatting process from the bottling operation is not practical for a variety of legal, security, food safety and efficiency reasons, and due to the large volume of flammable spirits handled the operation is subject to hazardous substance controls by the Health and Safety Executive. Therefore, it is necessary to have a site which is not only large enough to accommodate all of the vatting and bottling operations, but which is also not constrained by the presence of other development in close proximity. The site at Paisley is within the urban area and is surrounded by other housing and other business uses, with minimal room for expansion and potential difficulties with hazardous substance approvals. In contrast, the Kilmalid site is surrounded by greenfield land, and is capable of being expanded without significantly extending the hazardous substance notification zones. It would not be economically viable to develop a completely new consolidated facility replacing both existing plants, and it would also be very challenging to find a suitable location for such a facility. For these reasons, the extension of

Kilmalid is the only realistic option for the consolidation of the company's operations.

7.12 Prior to developing the proposals which are subject to this application (i.e. siting the bottling hall to the west of the existing plant), three alternative options were considered for the expansion of the site:

- Option 1 (north of existing plant, adjacent to the proposed north access road). This would have created an inefficient layout within the site which would have necessitated duplication of lorry parking/marshalling and employee parking facilities. The site is also uphill from the vatting buildings meaning that the spirit would have to be pumped to the bottling hall rather than gravity fed. However its principal shortcoming was that this option would have had a significant negative impact upon the setting of Strathleven House, and it was therefore not considered viable.
- Option 2 (north-east of the existing plant, on the opposite side of the industrial estate access road). This is a relatively densely wooded area and the bottling hall development would have resulted in the loss of most of the existing trees. Substantial re-profiling of the ground would have been required to create a level site, and it would also have resulted in a sub-optimal layout requiring duplication of facilities and pumping of spirit.
- Option 3 (south of the existing plant, behind the Aggreko factory). Although this site is downhill from the existing plant and relatively level, the new building would have to be positioned well away from the existing buildings due to two high voltage electricity lines which cross the site. This would require lengthy and complicated pipework, and would substantially increase the amount of green belt land required compared to that needed for the application option.

7.13 It is considered that the application proposal is preferable to any of these other options, as it minimises the additional land-take required and the impact upon built and natural heritage, whilst also resulting in an efficient plant layout which would meet the applicant's operational requirements. As the applicant has demonstrated a specific locational need for the development, and appropriate mitigation and compensatory improvements are proposed to address the relatively minor impacts on the Green Belt and Open Space, it is considered that the principle of development is acceptable.

Design of Building and Landscape Impact

7.14 The proposed building would be a very large industrial building of functional appearance, but it would be lower in height than various existing buildings on the site, and its dark grey colouring would minimise its prominence in the landscape. As it would be positioned at the rear of the plant it would not be visible from Stirling Road, and the main thoroughfare from which it would be visible is the A82 dual carriageway in the vicinity of the bridge over the River Leven. From this viewpoint the new building would extend the built-up area of the plant further to the left (west), but it would still be substantially screened by trees in the foreground. Views from the riverside and from the housing at Dalquhurn would also be screened by existing trees, and whilst the building would be visible at a distance from the high ground on either side of the Vale

of Leven, it would not significantly alter the appearance of the area. Overall, it is considered that the design of the building is appropriate, and its landscape impact would be minimal.

Flooding and Drainage

- 7.15** The flood risk assessment shows that the most extreme predicted flood scenario at this location would be the combination of a 1 in 200 year high tide within River Clyde combined with a 1 in 2.5 year fluvial flow. This would produce a greater amount of flooding in the area than a 1 in 200 year fluvial flow. The application has been amended following consultation with SEPA to reposition the bottling hall slightly so that no part of the building would be within the existing floodplain. However part of the service road, yard and lorry parking area on the western side of the proposed new bottling hall building would be within the current floodplain, so it is proposed to raise the site levels of the area by up to 3m. As this would involve some loss of existing flood storage capacity, it is proposed to lower an equivalent area of ground to the south of the plant in order to provide a compensatory flood storage area. The only other feature which would be within the floodplain is the proposed SUDS pond, which is by definition designed to flood. Subject to the implementation of the proposed flood mitigation strategy there are no objections to the proposal from either SEPA or the Council's Roads Service, although some of the technical aspects of the strategy remained under discussion at the time of writing this report. Subject to resolution of these and to appropriate conditions it is considered that the proposal would not give rise to any unacceptable risk of flooding, and it would not increase the risk of flooding elsewhere.

- 7.16** Existing surface drainage at the site is understood to drain directly into the River Leven, as was normal practice at the time when the plant was built. However, surface water from the new bottling hall and associated roadways would be drained by way of a Sustainable Urban Drainage System (SUDS), with the water draining to a new SUDS attenuation and treatment pond located to the south of the proposed bottling hall. A dry swale would be formed linking the SUDS pond to the River Leven. These arrangements are considered acceptable.

Built Heritage

- 7.17** The development would not directly affect any listed buildings, but the proposed northern access road would be constructed close to Strathleven House and its associated dovecote (both 'A' listed), and former stables ('B' listed). The proposed new access would be opposite the front of Strathleven House and within an area which was originally part of a designed parkland associated with the house. However, the new road would be aligned such that it would minimise its impact on existing mature trees, and it would connect to an existing bellmouth on the industrial estate access road. The applicant has sought to minimise the impact on the setting of the listed building and its landscape by keeping the gates into the plant set well back from the road and keeping lighting in this area as low-key as possible. New tree planting is also proposed which would more than offset the number of trees which would be lost. Overall, it is considered that the impact on the listed building and the designed landscape would be acceptable.

- 7.18** The archaeology survey identified various historic features in the vicinity of the site, but only one known feature (a farm site) within it. Test pits dug on the site revealed nothing of archaeological interest. The low-lying scrub land to the south-west of the site is assessed as having low to moderate potential for the discovery of unknown archaeological features, but it is nevertheless proposed that a targeted archaeological trenching exercise be carried out within the former farm site to confirm its character and significance. The area around the proposed northern access road close to Strathleven House has greater potential for archaeological features, but due to the limited scope of planned construction in this area no specific mitigation is proposed. West of Scotland Archaeology Service have requested that a watching brief be undertaken during construction, and this can be controlled by a condition.

Open Space and Ecology

- 7.19** The proposed plant extension would result in around 3.8ha of existing open space to the south west of the plant being incorporated into the plant boundary, although the majority of this area would remain as landscaping or SUDS/flooding infrastructure. The land in question comprises a mixture of dense scrub and marshy grassland, and which forms part of a much larger area of open space extending along the east bank of the River Leven. The site of the proposed northern access road is a mixture of bare ground, unimproved neutral grassland and a small amount of broadleaved plantation woodland. There are no footpaths within either part of the site, although there is an informal footpath along the riverside which crosses the planned SUDS outfall. The applicant has indicated that they wish to maintain and encourage access to the riverside and that a suitable crossing point will be formed for this path.
- 7.20** An ecological survey has been carried out and has found no plant species of particular conservation note or rarity, and a small amount of invasive non-native cotoneaster is present. The corridor along the River Leven is used by otters, but the site itself is set back from the river. No bats were found during the survey and the trees on the site were assessed as being of negligible suitability for bat roosts or hibernation, however SNH have highlighted a need for a further survey, and this can be addressed by a condition. There is also no evidence of use of the site by any other protected animal or bird species, albeit that some areas of the site would potentially be suitable for badgers and water voles. The survey was carried out outwith bird breeding season, but the site contains habitat suitable for various species of breeding bird. The ecologist recommends the retention of woodland edge and mature trees wherever possible, and taking steps to prevent the spread of non-native species. Additionally, various mitigation measures during construction to minimise impacts on wildlife, for example avoiding tree felling during bird breeding season, provision of ramps in trenches to allow animals to escape, and minimising disturbance and lighting near watercourses. These matters can be addressed by conditions.
- 7.21** The ecological report also proposes various habitat enhancements which could help to mitigate the loss of existing habitat but improving the quality of

the site boundaries and landscaped areas, and the applicant has provided a habitat management framework proposal detailing what is intended. This would include:

- Removal of existing non-native species (primarily Himalayan Balsam and Cotoneaster);
- Planting of the new SUDS basin and compensatory flood storage area with a mix of native species;
- Planting along outside of new fenceline with native fruit-bearing species which would benefit birds and bats;
- Retention of mature dense scrub areas which are not affected by the works, and leave at least 10m from river edge completely undisturbed;
- Scrub which requires to be removed shall be formed and staked in place as “habitat piles” suitable for amphibians, small mammals, birds and insects;
- Provision of bird nesting boxes and bat boxes at suitable locations throughout the site;
- Briefing of contractors and workforce to outline requirements for working in or adjacent to the LNCS.

- 7.22** Whilst the loss of a limited amount of existing open space is to be regretted, the open space itself is of limited environmental and landscape value, and subject to suitable mitigation measures and to open space improvements within the surrounding land it is considered that the development may enhance surrounding open space.

Transportation

- 7.23** The transport assessment sets out anticipated staff car movements, but although the proposal and future plans for the office expansion would result in an additional 460 staff, the associated traffic would be well within the capacity of the local road network, and would be insignificant in the context of existing traffic levels on the nearby A82. Although the proposal would involve an intensification of use of the site, the increase in lorry movements would be offset by the reduced need for inter-plant movements between Kilmalid and Paisley and that a new lorry park is being constructed within the Vale of Leven Industrial Estate by the main transport contractor, thereby reducing the amount of trips on the public road. Overall, the traffic impacts of the proposal are considered to be acceptable, and neither the Council’s Roads Service or Transport Scotland as Trunk Roads Authority have any objection to the proposal on traffic or road safety grounds.

- 7.24** Whilst it is the applicant’s intention to encourage sustainable travel by way of a staff travel plan, the site has limited accessibility by walking or public transport as it is outwith the built-up area and 2.5km walk from Dumbarton Central Station. Apart from employees resident in the nearby areas of Bellsmyre and Strathleven relatively few are expected to walk to work, especially as for much of the year shift workers will either arrive at or leave work during the hours of darkness. The site is accessible through the day by a frequent bus service between Dumbarton (Westcliff) and Alexandria (Haldane), but although useful for office staff the hours of service may not be

convenient for shift workers. However, as a large number of staff will be relocating from the company's Paisley plant the applicant proposes to operate a dedicated bus service from Paisley to coincide with shift changes. The location of pick-up/drop-off points has not yet been confirmed as the applicant wishes to consult the staff being relocated from Paisley, but there is potential that additional stops could be made in Dumbarton whilst en-route.

- 7.25** In such circumstances a high proportion of staff would be expected to travel by car. The proposals would result in around 460 additional staff working at the site. Only 156 additional car parking spaces are proposed, which reflects some existing spare parking capacity at the site, and the overall level of parking would be sufficient to accommodate all staff present at any one time. The applicant does however acknowledge that there is already some overspill onto the adjacent industrial estate road due to back shift staff arriving prior to early shift staff leaving. The applicant is investigating the possibility of a staggered shift pattern to alleviate this problem (although this could complicate the proposed bus service). It is also the applicant's intention to provide financial incentives and dedicated parking for staff that car-pool. Overall, whilst the location of the site and the nature of shift working are not ideal for sustainable travel, it is considered that the applicant's proposals to minimise car use are acceptable.

Lomond Canal

- 7.26** The indicative route of the Lomond Canal crosses the application site. Whilst the Council remains supportive of the principle of the canal, it cannot be delivered without very substantial third party funding and it is very unlikely to be delivered in the short to medium term. In view of this fact it is not considered reasonable to prevent development on its indicative alignment, especially as other routeing options would be possible.

Other Technical Issues

- 7.27** A Noise Impact Assessment has been submitted which estimates the noise generated by the proposal and its impact on surrounding uses. Noise would arise from fixed equipment at the plant, and from lorry movements. The only noise sensitive premises near the proposed bottling hall are the houses in the Dalquhurn development on the opposite side of the River Leven, around 200m from the edge of the proposed service yard. Existing background noise at this location is dominated by traffic noise from the A82, and during daytime the noise levels generated by the proposal would be below the level of the existing background noise. The back shift would work until 11:15pm, and at this time (when traffic levels are lower) noise from the proposed development is anticipated to cause a very slight increase in noise for the nearest houses, estimated at 0.7dB above the lowest background sound level. This level of increase is considered negligible, and overall the noise impact of the proposed development is considered to be neutral.
- 7.28** The site investigation confirms that neither part of the development site has previously been developed, although there are some areas of made ground. No significant contamination has been identified, but some parts of the site are subject to natural gas emissions, meaning that a gas membrane and

passive ventilation measures would be required. This issue can be addressed by conditions.

- 7.29** The application was subject to statutory Pre-Application Consultation, and a public consultation event was held in Strathleven House on 15 March 2017. Although the event had been advertised in advance there was limited attendance by members of the public, and most attendees were members of the applicant's existing workforce. Few public comments were received. An Elected Members' Pre-Application Meeting was also held on 26 April 2017, and although some Members asked questions about the proposal no specific suggestions or areas of concern were raised.

8. CONCLUSION

- 8.1** The applicant is a very important local employer in a strategically important industrial sector, and the Kilmalid site is within a Strategic Industrial and Business Location where employment development is encouraged. The proposed £40 million investment in this site would secure the future of Kilmalid plant and would significantly increase employment at the site with significant economic benefit for the Dumbarton area, which is to be strongly supported.
- 8.2** Whereas the adopted local plan and the Proposed Plan allocate land to the south of the Kilmalid plant for its expansion, it is accepted that for various environmental and operational reasons it is more practical for the applicant to extend the plant to the west. Most of the new facilities including the building itself would be within the existing plant boundary, but some of the proposed new service roads, parking and SUDS infrastructure extending into part of the flood plain which is also Green Belt and a Local Nature Conservation Site. However, the impact on the flood plain and on open space and ecology interests would be offset by compensatory flood storage and various landscape and habitat mitigation measures.
- 8.3** The proposal also includes a smaller extension of the plant to the north to provide a barrel storage area and a new access road. The barrel storage area would be within a site allocated for industrial development, but the new access would pass through an area of open space which forms part of the parkland setting of Strathleven House. However, the loss of open space would be minor and it is considered that landscaping proposals would ensure that there was no adverse impact upon the setting of the listed building.
- 8.4** Overall, it is considered that the proposal is contrary to Policy E7 of the adopted local plan and policies DS2 and DS6 of the Local Development Plan Proposed Plan, these departures are fully addressed by the proposed mitigation measures and the substantial economic benefits of the proposal.

9. CONDITIONS

- 1. No development shall commence until such time as a scheme of landscape, ecological and habitat enhancements for all open space areas within the application boundary has been submitted to and approved in writing by the Planning Authority. The information submitted for approval shall include details of a timescale for the implementation of these works. Such enhancements shall include:**
 - Landscape enhancements including replacement tree planting within around the new northern access road, so as to minimise its impact upon the setting of Strathleven House and the associated designed landscape;**
 - Removal of invasive non-native plant species;**
 - Planting of the new SUDS basin, compensatory flood storage area and other areas of disturbed ground with a mix of native species;**
 - Planting along outside of new fenceline with native fruit-bearing species which would benefit birds and bats;**
 - Retention of mature dense scrub areas which are not affected by the works, and leave at least 10m from river edge completely undisturbed;**
 - Scrub which requires to be removed to be formed and staked in place as “habitat piles” suitable for amphibians, small mammals, birds and insects;**
 - Provision of bird nesting boxes and bat boxes at suitable locations throughout the site;**

The approved scheme shall thereafter be implemented in accordance with the agreed timescales.
- 2. No trees other than those specifically marked for removal on the approved plans shall be lopped, topped, felled, lifted, removed or otherwise disturbed without prior written approval of the Planning Authority. No development shall commence until the trees marked for retention have been protected by suitable fencing around the extremities of their crowns. Details of the fencing shall be submitted for the further written approval of the Planning Authority prior to the commencement of development and shall be maintained throughout construction works.**
- 3. Prior to the undertaking of any tree works a bat roost survey shall be undertaken, and in the event of tree works being carried out between February and August (inclusive) a breeding bird survey shall also be undertaken. Tree work shall thereafter be arranged to avoid any impact upon roosting bats or breeding birds, and the presence of any bats shall be reported to the Planning Authority prior to any works affecting them taking place.**
- 4. Notwithstanding the approved plans, details of the design and siting of all external lighting shall be submitted to and approved**

by the Planning Authority prior to the commencement of development on site and shall be implemented prior to the occupation of the new building.

5. The developer shall secure the implementation of an archaeological watching brief, to be carried out by an archaeological organisation acceptable to the Planning Authority, during all ground disturbance. The retained archaeological organisation shall be afforded access at all reasonable times and allowed to record, recover and report items of interest and finds. A method statement for the watching brief will be submitted by the applicant and approved by the Planning Authority prior to commencement of the watching brief. The name of the archaeological organisation retained shall be given to the Planning Authority and to the West of Scotland Archaeology Service in writing not less than 14 days before development commences on site.
6. No part of the development shall be occupied until a comprehensive Travel Plan that sets out proposals for reducing dependency on the private car has been submitted to and approved in writing by the Planning Authority (in consultation with the Roads Authority and Transport Scotland). In particular, this Travel Plan shall identify measures to be implemented, the system of management, monitoring, review, reporting and the duration of the plan. Any agreed actions and measures shall be implemented at the same time of the occupation of the building.
7. Prior to the commencement of development on site the following details shall be submitted to and approved by the Planning Authority in consultation with the Roads Authority:
 - details of the location and surfacing of the proposed construction haulage road
 - details of the measures to be taken to ensure that mud and other deleterious material from construction traffic is not deposited on the public road;
 - details of the location of a bus drop-off/pick-up facility for the proposed employee transport bus; and
 - details of the proposed provision of facilities to encourage cycling to workThe development shall thereafter be implemented in accordance with the approved details.
8. The bottling hall shall not be brought into use until such time as the additional car parking spaces hereby approved have been constructed, delineated and made available for use.
9. No land raising shall take place within the part of the site shown as being within the 1 in 200 year floodplain as shown on Drawing No. 8254 C024 Rev. B until such time as the compensatory flood

storage area hereby approved has been completed to its finished levels, unless otherwise approved in writing by the Planning Authority. Thereafter, the land raising within the floodplain area shall be limited solely to the area and levels which are specifically approved by this permission.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order, no buildings, structures or hardstanding (other than those approved as part of this permission) shall be erected on any part of the site lying within the in in 200 year floodplain without a specific grant of planning permission.
11. No development (other than investigative works) shall commence on the site until such time as a detailed report on the nature and extent of any contamination of the site has been submitted to and approved in writing by the Planning Authority. The report shall be prepared by a suitably qualified person and shall include the following:
 - (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 scheme based on the preferred option.
12. No development (other than investigative works) shall commence on site until such time as a detailed remediation scheme for the site has been submitted to and approved in writing by the Planning Authority. The scheme shall be prepared by a suitably qualified person and shall detail the measures necessary to bring the site to a condition for the intended use by removing unacceptable risks to human health, buildings and other property, and the natural and historical environment, The scheme shall include details of all works to be undertaken, the remediation objectives and criteria, a timetable of works and/or details of the phasing of works relative to the rest of the development, and site management procedures. The scheme shall ensure that upon completion of the remediation works the site will not qualify as contaminated land under Environmental Protection Act 1990 Part IIA in relation to the intended use of the land after remediation.

- 13. The approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Planning Authority. The Planning Authority shall be notified in writing of the intended commencement of remediation works not less than 14 days before these works commence on site. Upon completion of the remediation works and prior to the site being occupied, a verification report which demonstrates the effectiveness of the completed remediation works shall be submitted to and approved in writing by the Planning Authority.**
- 14. The presence of any previously unexpected contamination that becomes evident during the development of the site shall be reported to the Planning Authority in writing within one week, and work on the site shall cease. At this stage, if requested by the Planning Authority, an appropriate investigation and risk assessment shall be undertaken and a remediation scheme shall be submitted to and approved by the Planning Authority prior to the recommencement of site works. The approved details shall be implemented as approved.**
- 15. A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of years determined by the scheme shall be submitted to and approved by the Planning Authority. Any actions ongoing shall be implemented within the timescale agreed with the Planning Authority. 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.**
- 16. Prior to the commencement of development on site, details of the Sustainable Urban Drainage System (SUDS) and its maintenance following installation shall be submitted to and approved in writing by the Planning Authority. The SUDS shall be designed to ensure that contaminants present on the site are not mobilised and that pollution pathways are not created. The SUDS shall thereafter be formed and maintained on site in accordance with the approved details prior to development.**
- 17. The development shall be drained in accordance with the details set out in the approved drainage strategy, unless otherwise approved in writing by the Planning Authority.**
- 18. The discharge channel for the SUDS pond shall not be formed until such time as details of a crossing point for the informal footpath along the River Leven have been submitted to and**

approved in writing by the Planning Authority. The discharge channel and footpath crossing point shall thereafter be constructed as approved.

Peter Hessett
Strategic Lead - Regulatory
Date: 20 September 2017

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Appendix: None

Background Papers:

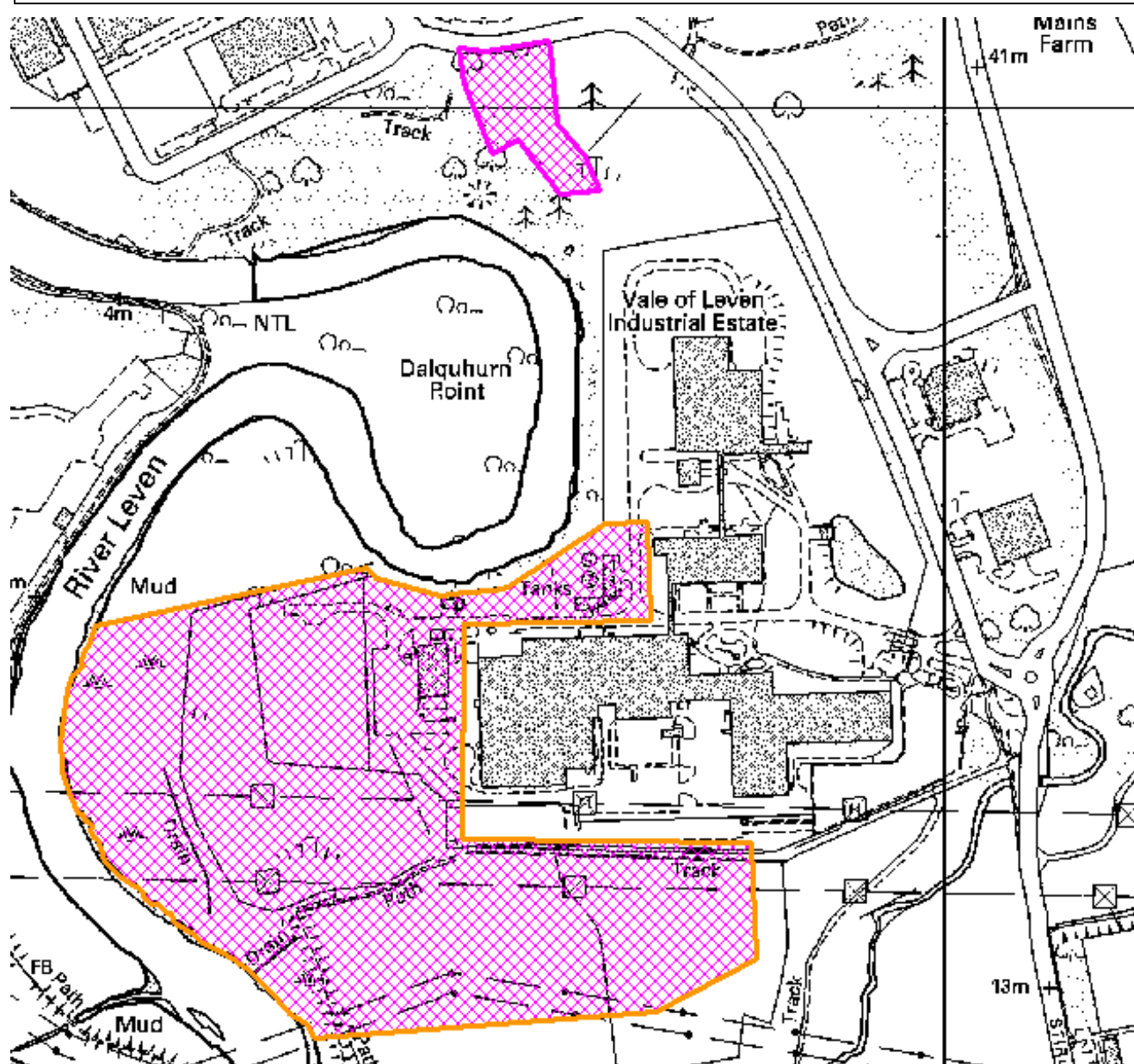
1. Application forms and plans
2. Consultation responses and representations:
3. West Dunbartonshire Local Plan 2010
4. West Dunbartonshire Local Development Plan 2016
5. Clydeplan

Wards affected: Ward 2 (Leven)

DC17/129

Erection of bottling hall building including delivery, storage and dispatch areas and associated administration and support facilities, along with external barrel storage area, delivery roads and parking for HGVs, additional staff parking, landscaping and SUDS drainage scheme

**Kilmalid
Stirling Road
Dumbarton
G82 2SS**



WEST DUNBARTONSHIRE COUNCIL**Report by the Strategic Lead - Regulatory****Planning Committee: 4 October 2017**

Subject: Conservation Area Appraisals for High Dalmuir, Knoxland Square and Lusset Road/Mount Pleasant Drive, Old Kilpatrick Conservation Areas

1. Purpose

- 1.1** To advise Committee of the preparation of Conservation Area Appraisals for High Dalmuir, Knoxland Square and Lusset Road/Mount Pleasant Drive, Old Kilpatrick Conservation Areas and to seek approval to undertake public consultation on the Conservation Area Appraisals.

2. Recommendation

- 2.1** It is recommended that Committee notes the preparation of the Conservation Area Appraisals and the recommended changes to the Conservation Area boundaries as detailed in Section 4.3 and Appendix 2 of this report; and agrees that the Conservation Area Appraisals and the proposed boundary changes be published for public consultation.

3. Background

- 3.1** The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that Conservation Areas are “areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. Local planning authorities have a statutory duty to identify and designate such areas. They are also required to review existing Conservation Areas to ensure they are being managed effectively. Conservation Area Appraisals should be prepared by authorities to assist the management and review process.
- 3.2** Conservation Area Appraisals therefore identify and assess the special features of conservation areas, looking at the key elements that contribute to their character and appearance. Appraisals can be used in a number of ways: (i) to identify opportunities for enhancement; (ii) to identify issues that threaten the integrity of conservation areas; (iii) to help inform development management decisions; and (iv) to examine the appropriateness of existing boundaries.
- 3.3** There are five conservation areas within West Dunbartonshire. A Conservation Area Appraisal for Kirktonhill was recently produced in 2016 and several boundary alterations were approved by the Planning Committee in November 2016. The Kirktonhill Conservation Area Appraisal is a material consideration in the assessment of planning applications. It is intended that

under the forthcoming Local Development Plan 2, which is currently consulting on its Main Issues Report, all of the approved Conservation Area Appraisals will form Non-Statutory Planning Guidance and will also be material consideration in the assessment of planning applications.

- 3.4** High Dalmuir Conservation Area (Clydebank) was designated in 1980, Knoxland Square (Dumbarton) in 1984, and the Lusset Road and Mount Pleasant Drive Conservation Areas (Old Kilpatrick) in 1993.
- 3.5** The Scottish Civic Trust was commissioned by the Council in February 2017 to undertake Conservation Area Appraisals for High Dalmuir, Clydebank; Knoxland Square, Dumbarton; and Lusset Road and Mount Pleasant Drive, Old Kilpatrick.

4. Main Issues

- 4.1** Draft Conservation Area Appraisals for High Dalmuir, Knoxland Square and Lusset Road and Mount Pleasant Drive, Old Kilpatrick have now been prepared by the Scottish Civic Trust. At this stage, Committee is not being asked to endorse or agree the content and recommendations of the appraisal as Council policy. Instead the recommendation is to issue the document for public consultation, so the views of the local community can, at a future date, be taken fully into account in determining whether to approve the appraisal and take on board all its recommendations.
- 4.2** The Conservation Area Appraisals identify a number of key features that define the character of the areas and support the conservation area status of the four Conservation Areas. All four Conservation Areas are principally residential areas and this is detailed in Appendix 1.
- 4.3** As part of an assessment by the Scottish Civic Trust, a number of initial options and recommendations for changes to the boundaries of the Conservation Areas were considered. Following discussion with the Civic Trust a final set of recommended boundary changes have been agreed. As such, it is proposed that following changes to the Conservation Areas are considered and consulted upon. These proposed changes are summarised in the table below and the justification for these changes are detailed in Appendix 2:

Conservation Area	Proposed Boundary Changes
High Dalmuir	The inclusion of No. 48 Duntocher Road
Knoxland Square	The inclusion of the remainder of the original historic suburb of Knoxland (or 'Newtown of Knoxland' as it was originally referred to).
	Inclusion of tenements on the northern side of Glasgow Road from No.129 to No. 171 and Dumbarton East Railway Station.
Lusset Road, Old Kilpatrick	Inclusion of Kilpatrick Railway Station
	Inclusion of contemporary properties immediately adjacent to Lusset Road
	Inclusion of historic properties further south on Dumbarton Road
	The Civic Trust have also recommended changing the name of the Lusset Road Conservation Area, if it is extended to better describe this larger area. It is proposed that any name change can be agreed after the public consultation is complete. However, the views of the public, as part of the consultation on the Conservation Area Appraisal, will be sought in this regard.
Mount Pleasant Drive, Old Kilpatrick	No changes proposed. The existing boundaries were found to remain appropriate as Mount Pleasant Drive is considered to form a discreet and self-contained conservation area.

The existing boundary and the suggested new boundary for each Conservation Area are detailed on the maps contained within Appendix 3.

5 Public Consultation and Next Steps

- 5.1** The Council will undertake public consultation on the Conservation Area Appraisals including any proposed boundary changes and it is intended that an 8 week public consultation period be undertaken between October and December 2017.
- 5.2** The consultation will be advertised on the Council website, on social media and in the local press. Properties affected by the suggested boundary changes will be directly notified and public information sessions/events will be held, hosted by the Scottish Civic Trust. The comments received will be fed back to the Scottish Civic Trust and a final version of the Conservation Area Appraisals prepared. This will be brought back to Planning Committee for approval and any agreed changes to the conservation area boundary will be advertised locally and in the Edinburgh Gazette and notification given to Scottish Ministers, in accordance with legislation.
- 5.3** Once adopted, the Conservation Area Appraisals will become Non-Statutory Planning Guidance.

6. People Implications

6.1 There are no personnel issues associated with this report.

7. Financial Implications

7.1 There are no financial issues associated with this report.

8. Risk Analysis

8.1 It was not considered necessary to carry out a risk assessment on the matters covered by this report.

9. Equalities Impact Assessment (EIA)

9.1 A screening has been undertaken and no equalities issues have been identified.

10 Strategic Environmental Assessment

10.1 A Strategic Environmental Assessment is not required for the Conservation Area Appraisals. Further consideration will be given to the requirement for a Strategic Environmental Assessment, should it be determined by the Council at a later date that the boundaries of the Conservation Areas should be amended.

11. Consultation

11.1 It is intended that the Conservation Area Appraisals be issued for consultation, as detailed in paragraphs 5.1 and 5.2 above.

12. Strategic Assessment

12.1 The guidance is considered to support the Council's strategic priority of improving local housing and environmentally sustainable infrastructure.

Peter Hessett
Strategic Lead - Regulatory
Date: 19 September 2017

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Appendices:	Appendix 1 – Key Features and Conservation Area Issues
	Appendix 2– Justification for Proposed Changes to the Conservation Area Boundaries
	Appendix 3 – Maps of the Proposed Amendments to the Conservation Area Boundaries for Public Consultation
Background Papers:	High Dalmuir Conservation Area Appraisal, June 2017, The Scottish Civic Trust.
	Knoxland Square Conservation Area Appraisal, June 2017, The Scottish Civic Trust.
	Lusset Road/Mount Pleasant Drive, Old Kilpatrick Conservation Area Appraisal, June 2017, The Scottish Civic Trust.
Wards Affected:	Ward 3 – Dumbarton Ward 4 – Kilpatrick Ward 5 - Clydebank Central

APPENDIX 1 – EXISTING KEY FEATURES AND CONSERVATION AREA ISSUES

Conservation Area	Existing Key Features	Conservation Issues
High Dalmuir	A coherent group of Victorian villas constructed in the late 19 th century	Replacement of traditional materials and elements has led to a loss of fabric and a negative impact on the character of the conservation area.
	Attractive setting on the raised site of High Dalmuir	Maintenance and repair requirements have been identified to properties and the historic built environment.
	Chiefly residential area	Modern developments have not always been sympathetic to the character of the area in terms of materials and design.
	One principal building type, which are modest 2 storey residential villas set back from the road on large irregular garden plots	Public realm is utilitarian and detracts from high-quality historic environment.
	Use of buff sandstone (possibly local), slate roofs and traditional sash and case windows and timber panelled doors.	Development in the grounds of some villas has led to a loss of green space and traditional boundary features, enclosures and screening.
	Traditional boundary treatments including stone boundary walls and stone gate piers	
	A very attractive mature green environment of private gardens with mature trees and hedging	
Knoxland Square	A coherent group of late Victorian and early Edwardian houses constructed over a 25 year period from 1881- c.1906 for labourers and managers at the Denny shipbuilding yard.	Replacement of traditional materials and elements has led to a loss of fabric and a negative impact on the character of the conservation area.
	A large public open space gifted by Peter Denny in 1890.	Maintenance and repair requirements have been identified to properties and the historic built environment.
	A relatively flat site with views to Dumbarton Rock and Clyde Estuary.	Modern developments have not always been sympathetic to the character of the area in terms of materials and design.
	Wholly residential	Public realm is utilitarian and detracts from high-quality historic environment.

	A group of house styles: three storey flatted tenements with communal gardens to rear; one and half storey small semi-detached houses with narrow pends between, built to street line at the front and with rear gardens; one-to-two storey terraced houses on long narrow plots with short front gardens and larger rear gardens.	Loss of some green space with the introduction of hard landscaping and loss of traditional enclosures and screening
	Use of blond sandstone, slate roofs, sash and case windows and timber panelled doors.	
	Use of short and tall stone boundary walls and decorative ironwork gates.	
Old Kilpatrick: Lusset Road	A varied group of housing types from the late 18 th century to early 20 th century.	Replacement of traditional materials and elements has led to a loss of fabric and a negative impact on the character of the conservation area.
	Setting enhanced by mature trees on Lusset Road	Maintenance and repair requirements have been identified to properties and the historic built environment.
	Wholly residential	Modern developments have not always been sympathetic to the character of the area in terms of materials and design.
	Principal building scale: two storey with terraced flats, semi-detached houses and larger villas set back from road on small to large plots	Public realm is utilitarian and detracts from high-quality historic environment.
	Use of blond sandstone, slate roofs, sash and case windows and timber panelled doors.	Loss of some green space with the introduction of hard landscaping and loss of traditional enclosures and screening.
	Traditional boundary treatments including stone walls and stone gate piers.	
	Attractive contribution made by the mature green environment of private gardens with mature trees and hedging	

Old Kilpatrick: Mount Pleasant Drive	A coherent group of Edwardian houses constructed from the first decade of the 20 th century.	Replacement of traditional materials and elements has led to a loss of fabric and a negative impact on the character of the conservation area.
	Attractive setting in an elevated position above High Kilpatrick.	Maintenance and repair requirements have been identified to properties and the historic built environment.
	Wholly residential	Modern developments have not always been sympathetic to the character of the area in terms of materials and design.
	Principal building type: modest two-storey detached and semi-detached houses set back from road on ample, regular plots	Public realm is utilitarian and detracts from high-quality historic environment.
	Use of blond sandstone and red sandstone, slate roofs, sash and case windows and timber panelled doors.	Loss of some green space with the introduction of hard landscaping and loss of traditional enclosures and screening.
	Traditional boundary treatments including stone walls and stone gate piers and original street lamp standards.	
	A very attractive mature green environment of private gardens with mature trees and hedging.	

APPENDIX 2 – JUSTIFICATION FOR PROPOSED CHANGES TO THE CONSERVATION AREA BOUNDARIES

Conservation Area	Proposed Boundary Changes	Justification
High Dalmuir	The inclusion of number 48 Duntocher Road, together with two adjacent street trees.	No.48 Duntocher Road is located immediately to the south of the Conservation Area. Although of a slightly later period than houses in the conservation area and with a smaller plot, this house complements the character of the adjacent Conservation Area grouping. Together with its stone boundary wall, tree group on its northern boundary, plus several important street trees on either side of Duntocher Road, it adds to the character of the area and helps define the southern entrance to the Conservation Area. Conversely, were these features to be lost, there would be an adverse impact on the character of this entrance to the Conservation Area.
Knoxland Square	The inclusion of the remainder of the original historic suburb of Knoxland (or 'Newtown of Knoxland' as it was originally referred to).	<p>The proposed extension to the Conservation Area covers the grid of streets from Wallace Street in the west to Buchanan Street in the east and from the southern side of Glasgow Road in the north to Castlegreen Street in the south.</p> <p>This area is of significant historic interest as the first eastward expansion of the old burgh, to accommodate the workforce of the Denny shipbuilding firm. The suburb comprises a coherent mixture of late Victorian tenements, low terraces and semi-detached houses. As such it is completely consistent with the character, appearance and age of buildings within the existing Conservation Area around Knoxland Square.</p> <p>Its inclusion would strengthen the overall designation and help to consolidate the conservation area around the original 19th century suburb of Knoxland.</p>

	Inclusion of tenements on the northern side of Glasgow Road from no.129-171, and Dumbarton East Railway Station.	<p>This row of tenements was built in 1906 and are more elaborate in character than the 'Knoxland' tenements opposite on the southern side of Glasgow Road, being a storey taller and with canted bay windows. Whilst architecturally different, they are of significant quality in themselves and add to the character of the area.</p> <p>Dumbarton East Railway Station (1896), in particular the arched station entrance and surrounding stone walls, also makes a significant contribution to the streetscape and history of the area, despite a currently slightly neglected appearance.</p> <p>Together, these elements contribute significantly to the character and story of 19th and early 20th century development of this area, and their inclusion could help in the future management and enhancement of the conservation area.</p>
Lusset Road, Old Kilpatrick	Inclusion of Kilpatrick Railway Station	The old station building has suffered from detrimental changes but dates from the original construction of Lusset Road and Lusset House in the 1850's, and relates well to the existing conservation area. The future restoration and enhancement is a case for inclusion, based on its historic interest and potential for contributing to the character of the conservation area.
	Inclusion of contemporary properties immediately adjacent to Lusset Road	A number of terraces and houses on Station Road, Dumbarton Road and Thistle Neuk are of historic and architectural interest, and are contemporary with houses in the existing Lusset Road Conservation Area. Based on historic interest, their contribution to the character of the area and the potential for future enhancement, these properties should be included.
	Inclusion of historic properties further south on Dumbarton Road	There are several other buildings of historic interest on the western side of Dumbarton Road and north of the Erskine Bridge, including the B-listed former Secession Church and Pow Tenement. This group represents the final surviving fragment of early

		development at the southern edge of Old Kilpatrick, and is of historic and architectural interest.
		It is recommended that several 'character areas' are identified within this extended Lusset Road conservation area, to recognise the different eras and patterns of historical development on Lusset Road, Station Road and Dumbarton Road.

APPENDIX 3 – MAPS OF THE PROPOSED AMENDMENTS TO THE CONSERVATION AREA BOUNDARIES FOR PUBLIC CONSULTATION

