

WEST DUNBARTONSHIRE COUNCIL

Report by Chief Officer – Regulatory and Regeneration

Planning Committee: 8th June 2022

DC21/217/FUL: Development of a Plastics to Hydrogen Facility, Hydrogen Vehicle Refuelling Station and Associated Infrastructure and Landscaping at Vacant Land at Rothesay Dock, Dock Street/Cart Street, Clydebank by AXIS PED

1. REASON FOR REPORT

- 1.1** This application, raises new or significant issues meriting determination at Planning Committee. Under the approved scheme of delegation it therefore requires to be determined by the Planning Committee.

2. RECOMMENDATION

- 2.1** **Grant** planning permission subject to conditions set out in Section 9 below.

3. DEVELOPMENT DETAILS

- 3.1** The application site covers an area of approximately 1.54 hectares and is located at Rothesay Dock, Dock Street/Cart Street in Clydebank. The site is bounded to the north by Cart Street and to the east by vacant land and Dock Street. To the west of a fuel storage depot which includes some vacant land immediately to the west of the site. The southern boundary of the development site is the quayside of Rothesay Dock and then the River Clyde. Immediately surrounding the site to the north is primarily industrial/commercial land situated between the River Clyde and A814 Glasgow Road, together with Holm Park the football ground for Clydebank Football Club, and areas of formal green open space and vacant land. The A814 corridor is predominately commercial with some residential uses. To the south of the southern spur of Rothesay Dock is used as a boatyard with associate storage and repair workshops. On the opposite bank of the River Clyde is the Renfrew Golf Club, green space (woodland) and further industrial land uses. The proposed application takes access from two

separate points from Cart Street and then onto Dock Street with a further junction used to exit the site, also on Cart Street via Dock Street.

- 3.2** The nearest residential property is the former Hamilton Memorial Church on Glasgow Road, approximately 110m north from the site. This property is separated from the site by an embankment and the National Cycle Network 7 path, and two large industrial units and their yards/compounds. After this the nearest residential properties are located on North Elgin Street, approximately 240m to the north of the site.
- 3.3** The site is accessed from Cart Street via Dock Street, which in turn provides access to the A814 Glasgow Road. At present Dock Street only serves the site, the fuel storage depot to the west and the boatyard located on the southern side of Rothesay Dock. Plans for a new road link and bridge across the River Clyde were approved in 2019. The new bridge crossing will link Renfrewshire with Yoker and Clydebank, with the northern access route to the bridge via Dock Street to Meadowside Street on the southern bank of the Clyde.
- 3.4** Planning permission is sought for the construction and operation of a Plastics to Hydrogen Facility and a hydrogen vehicle refuelling facility, which would also be capable of generating and exporting electricity. The development is proposed to include a thermal conversion plant that would utilise an advanced thermal treatment process involving gasification to convert waste plastic into hydrogen electricity and potentially heat. The facility could generate approximately 3.9MW of electricity gross or up to approximately 2 tonnes per day of 99.999% pure water free hydrogen. The hydrogen produced would be used as vehicle fuel and either be dispersed at the proposed refuelling station or would be exported to another refuelling station in the local area to be dispersed there. The electricity generated by the facility would be exported to the local electricity distribution network and used to power the proposed development. The Plastics to Hydrogen facility also provides the opportunity to generate heat in the future which could be used within a district heat network to supply heat to local users.
- 3.5** The proposed development would use innovative technology to transform non-recyclable waste plastic into an energy rich syngas from which hydrogen could be extracted in an environmentally sustainable manner. The hydrogen produced would be vehicle grade and is most likely to be used as a fuel for HGVs but could also be used in buses. The tail gas remaining following hydrogen extraction would still be energy rich and would be utilised for the generation of electricity. This electricity would be used for parasitic energy requirements or would be exported to the national grid or local electricity distribution network.

- 3.6** The proposed development consists of the following:
- A feedstock building measuring 63m long, 21m wide and 10.7m high;
 - A thermal conversion chamber building 27.5m long, 13.5m wide and 10.7m high;
 - Two stacks, one measuring 11m and one measuring 17m. The 11m stack is used to safely disperse cleaned exhaust gasses from the gas engines and the 17m one is used for the exhaust emissions arising from the combustion of gasses used to heat the gasification chamber;
 - A flare package of 11m in height used to dispose of syngas during start-up and shutdown conditions (2-3 times a year);
 - Three feedstock silos, each 14m in height which store shredded plastic;
 - Hydrogen production plant, gas engines and ancillary plant;
 - Containment walls 8m in height and 44m long at the hydrogen refuelling station to prevent spillages;
 - Refuelling station plant and dispensing equipment, pipe racking and boundary fencing, associated hard surfaces and landscaping.

It is proposed that the feedstock building and thermal conversion changer building would be clad in predominantly Corten steel. The containments walls at the Hydrogen Refuelling Station would be finished in boardmarked concrete.

- 3.7** The process involves residual end of life plastic. The plastic is delivered in bales by HGV vehicles and stored in silos. The plastic is put into the Thermal Conversion Chamber where it undergoes a gasification process. Gasification is a process where the waste plastic is heated in reduced oxygen conditions to generate a gas that can be used as a fuel or to produce hydrogen. The gas produced is known as a synthesis gas or syngas. After further processing this syngas is compressed. It can then be used for power generation or can be piped for further processing for extraction of hydrogen.

- 3.8** The Planning Statement notes that the proposed development would have the potential to provide direct permanent employment for approximately 23 full time workers. In addition there would also be construction employment during the development of the site, with the entire fabrication and construction period supporting over 100 temporary jobs. The facility would operate 24 hours a day, 365 days a year. There would be staff rotation on a shift basis. The delivery of the waste plastic feedstock and exports of hydrogen are proposed to be undertaken between 0700 hours and 1900 hours (replicating the approved hours of deliveries of planning permission DC12/143). The Hydrogen Refuelling Station is proposed to operate between 0700hours and 2300 hours.

- 3.9** The site has previously been granted planning permission for waste management and energy generation. Planning permission was granted in 2012 (DC12/143) for a recycling centre. This included a sorting facility, an aerobic digestion facility and external plant including 2 gas engines. The conditions of this application were amended under application DC15/251. Conditions 3, 6 and 8 of permission DC15/251 which relate to details of hard surfacing, pedestrian/cycle crossing facility on Cart Street and the approved remediation scheme were discharged and the site access was created but no further works were completed. The proposed hydrogen development is smaller in scale in terms of height and footprint and would process less waste than the previous planning permission for a recycling centre. The proposed tonnage of end of life plastics being processed by the facility is 13,500 tonnes compared to the 95,000 tonnes of the previously approved facility.
- 3.10** Supporting technical information has been provided as part of the application and this includes a Planning Statement, Air Quality Assessment, Design Evolution Document, Drainage Impact Assessment, Ecological Assessment Report, Flood Risk Assessment, Human Health Risk Assessment, Landscape and Visual Impact Assessment, Local Consultation Report, Noise Impact Assessment, Preliminary Site Investigation Report and Transport Statement.

4. CONSULTATIONS

- 4.1** Scottish Environment Protection Agency (SEPA) have no objection and is satisfied that the proposal should have at least a neutral effect on flooding.
- 4.2** West Dunbartonshire Council Environmental Health have no objection subject to conditions relating to contaminated land, noise impact assessment, noise control, dust control, air quality, lighting and odour.
- 4.3** Health and Safety Executive (HSE), Scottish Water, Transport Scotland, Renfrewshire Council and Historic Environment Scotland have no objection to the proposed development.
- 4.4** West of Scotland Archaeology Service have no objections subject to a programme of archaeological works in accordance with a written scheme of investigation.
- 4.5** Glasgow Airport have no objections subject to a condition in relation to the requirement for a Bird Hazard Management Plan. Advice also provided in relation to cranes.
- 4.6** West Dunbartonshire Council Roads Service has no objections subject to conditions in regard to directional signage and a cycle crossing point.

- 4.7 Glasgow City Council and West Dunbartonshire Councils Waste Management and Greenspace Services have not responded at the time of writing the report.

5. REPRESENTATIONS

- 5.1 None

6. ASSESSMENT AGAINST THE DEVELOPMENT PLAN

West Dunbartonshire Adopted Local Plan 2010

- 6.1 The development site is located within a Potential Marketable Industry and Business Class Opportunity Site (Category 2). Policy LE1 states that within the existing and proposed industrial and business class designated site there shall be a presumption in favour of uses which positively extend the permanent employment of the site. The site is listed as being safeguarded for industrial and business uses.
- 6.2 Policy SUS1 pursues a sustainable approach to development by seeking to maintain and enhance the quality of the environment. The Council seeks to encourage provisions for waste minimisation and recycling. Policy PS4 states that proposals for new or extended waste management infrastructure and facilities, including landfill sites, will be permitted within general industrial areas.
- 6.3 Policy UR1 promotes the re-use of land and buildings that become vacant, derelict or underused in order to stimulate the process of urban renewal. Policy T4 requires developers to ensure that sites are well integrated into walking cycling and public routes and Policy GD1 requires all new development to be of a high quality of design and to respect the character and amenity of the area in which it is located. The proposed development complies with the policies of the adopted local plan as discussed below.

7. ASSESSMENT AGAINST MATERIAL CONSIDERATIONS

West Dunbartonshire Local Development Plan (LDP2) Proposed Plan

- 7.1 The modified LDP 2 was approved by the Council in August 2020. The Scottish Government issued a direction to the Council on 18th December 2020 requiring modifications to the housing parts of LDP2. None of the policies considered in the determination of these applications is affected by the Direction. LDP2 is therefore the Council's most up to date policy

position and has significant weight in the assessment and determination of planning applications at this time.

- 7.2** The site is identified as a Business and Industrial Opportunity in Schedule 4 of the LDP2 and Policy E1 supports economic development by directing proposals for business, industrial, or storage and distribution uses to the sites.
- 7.3** Policy ZW1 states that all development will require to meet with the aims of the Zero Waste Plan and follow the principles of the Waste Hierarchy, that is, give highest priority to the prevention of waste followed by reuse, recycling, then recovery of other value (e.g. energy) with disposal as the last option. The site has been identified as suitable for the management of waste.
- 7.4** Policies ENV6 does not support development which would have a significant probability of being affected by flooding or would increase the probability of flooding elsewhere. ENV8 requires developments to address air quality, lighting and noise as part of the planning process. ENV9 requires all potentially contaminated sites to be remediated where necessary to ensure that the site is suitable for the intended use.
- 7.5** Policy CON1 states that developments which maximise the extent to which travel demands are met first through walking, then cycling, then public transport and final through the use of private cars will be particularly supported, and that all new developments will be required to link to existing footpaths, cycle routes and public transport routes.
- 7.6** Policy BE1 states all archaeological site should be preserved in situ where possible. Where not possible, provision should be made by the developer to undertake the excavation, recording analysis, publication and archiving of the archaeological remains.

Principle of Development

- 7.7** The relevant policies of the adopted local plan and LDP2 Proposed Plan direct proposals for business, industrial and distribution uses to this site as an appropriate site for industry. As such it is considered that this is an appropriate location for such a facility in principle. As the proposal takes end of life plastics to create hydrogen this proposal is in line with the designation. On the basis of the above, it is considered that this is an appropriate location for the proposed development and the proposal is in accordance with policy LE1 of the adopted local plan, and ED1 and ZW1 of the LDP2 Proposed Plan.

7.8 The use of pure hydrogen as a fuel within electric fuel cell powered vehicles significantly reduces the impacts of local air pollution. Hydrogen vehicles do not produce any harmful NOx or particulate emission to the atmosphere and hence provide significant benefit to the local air quality and environmental health. Scotland has ambition targets to achieve net-zero greenhouse gas emission by 2045. At local level, initiatives such as Climate Ready Clyde and Clyde Rebuilt recognise the increasing effects of climate change on the 1.8 million people who live, work and play in the Glasgow City Region and aim to gather resource and expertise in order to bring about joined up actions to tackle the issue of climate change in the region. Alongside the objectives to decarbonise and adapt to climate change there is a real drive to rapidly transform the energy system to meet the changing needs of consumer and society, and to grow a strong hydrogen economy to deliver economic benefits for Scotland. Clyde Mission aims to transform the riverside corridor running from Glasgow city centre to the sea by bringing initiative for green transport and renewably energy and freeing up large tracts of land in key locations for development. The proposed development would contribute towards the hydrogen economy whilst redeveloping a piece of brownfield land on the river corridor and managing end of life plastic waste in a sustainable manner. The proposed development is considered acceptable and will bring wide ranging benefits to the local and wider area.

Site Layout, Design and Appearance

7.9 The site is currently vacant land. The proposal includes one entrance to the site, one exit and one entrance/exit, associated access and parking, a hydrogen refuelling station, feedstock building which would incorporate a site office/control block as well as the hydrogen production facility. The hydrogen production facility consists of the following main process items, feed system, thermal conversion chamber, residue collection system, gas clean-up equipment, hydrogen separation equipment, hydrogen storage, gas engine generators and gas clean up equipment. The largest building on the site is the feedstock building. This will be 63m in length, 21m wide and 10.7m high. This creates a floor space of 1323m². The design of the building is simple, rectangular in shape with a gable ended roof and typically industrial. The largest structure on the site will be a stack which sits at 11m in height. Materials proposed are mixes of steel and concrete all in grey and the designs are industrial in their style

7.10 Landscaping is proposed to be provided along the frontage of the proposed development with Cart Street. This includes retaining the existing trees, proposed new trees and a landscape bund of approximately 1.3m in height with planting on top which runs along the frontage of the site. The Planning Statement notes that the landscaping will enhance the experience of the area for users of the National Cycle Route (Route 7)

which runs parallel to Cart Street. The landscaping is also stated to improve the visual appearance of the area for users of the new bridge crossing linking Dock Street and Meadowside Street on the southern bank of the Clyde. The proposal includes maximising the retention of existing tree cover along the northern perimeter of the site and the reinforcement of this with new native tree and shrub planting. If existing tree cover cannot be retained further new native tree and shrub planting would be provided. Some ground modelling is proposed to be carried out between the retained vegetation and the proposed buildings in order to raise the height of the intervening land by approximately 1-1.5m, with new planting on top of this modified landform. Any granting of permission should be conditioned to include full landscaping details to be provided.

Environmental considerations

- 7.11** Initial concerns were raised by SEPA in regard to flooding. An initial Flood Risk Assessment (FRA) was submitted in support of the application however the FRA was not based on the most up to date information available. This area is indicated in the SEPA Flood Maps as being at potential medium-high flood risk. An updated FRA has since been submitted which used the most up to date data. SEPA have now removed their objection to the development as management measures are now proposed and the development will have a neutral effect on flooding. As such it is considered that the development will not have a significant probability of being affected by flooding or would increase the probability of flooding elsewhere in accordance with policy ENV6.
- 7.12** Development brings with it the possibility of air quality, lighting and noise issues. An Air Quality Assessment has been submitted in support of the application. The assessment concludes that the construction and operation of the proposed development would not have a significant impact on local air quality, the general population or the local community. Environmental Health are satisfied with the Air Quality Assessment, however the developer must ensure that there is adequate water supply is available for works commencing on site to ensure that dust suppression can be undertaken. The use of hydrogen will have significant benefits to will improve local air quality.
- 7.13** The submitted Noise Impact Assessment notes that there is the potential for the development to be constructed in phases and so the calculations are based on operation and construction. Noise levels predicted are below the sleep disturbance criteria and within internal room noise allowances. Whilst the predictions are within acceptable levels it is still recommended that conditions be applied to ensure that no noise disturbance is created. The same applies for lighting in that conditions should be applied to any granting of permission to ensure that the lighting levels are appropriate. Subject to conditions the development proposals comply with policy ENV8

which requires developments to address lighting and noise as part of the planning process.

- 7.14** As the site has previously been used as a ship yard and industrial/commercial use, there is the potential for the land to be contaminated. All potentially contaminated sites are required to be remediated where necessary to ensure that the site is suitable for the intended use. The Council's Environmental Health Service have recommended conditions to ensure that contaminated land is remediated, the public health is protected and that the site is suitable for its intended use. The addition of these conditions ensure compliance with policy ENV9.

Transportation issues

- 7.15** A Transport Statement examines the existing highway network and has found them to be of a suitable nature to support the development. A total of ten staff car parking spaces are proposed as well as ten secure, covered cycle parking spaces. The statement predicts a total of 126 two way vehicle trips during a typical day, 100 of which would be HGV movements. This equates to less than one vehicles every nine minutes. The extant recycling centre planning permission has an associated daily total two way trip number of 331 movements, meaning this development would create less traffic. It is not expected that the construction phase will create any more traffic than the operational phase.
- 7.16** The facility will be served by an existing industrial access. There have been no objections from the Council's Roads Service to the development using Dock Street. Both vehicle and cycle parking has been provided for both staff and visitors. Recommendations for directional signage and a cycle crossing have been given from the Council's Roads Service. The inclusion of cycle parking and cycle crossing are in accordance with policy CON1 which requires developments to maximise the extent to which travel demands are met first through walking, cycling and public transport.

Community Engagement

- 7.17** As the development is not a national or major development there was no statutory requirement for pre-application consultation. The applicant however commissioned a public consultation on the proposed development. The community engagement included identifying and notifying stakeholders (including local councillor, parliamentary representative, Yoker Community Council and the Grascadden/Scotstounhill Area Partnership). A website was created which included a feedback form and meetings were offered. A press release on the proposals was covered by the Clydebank Post and The Herald and also in the trade and environmental press. One meeting was held with

Clyde Mission and Scottish Enterprise during the consultation period. Overall the applicant notes that the consultation process received very little feedback despite the range of stakeholders notified.

Proximity to Petrol Storage site

- 7.18** The site is located within close proximity to Inter Terminals UK Ltd which is a large scale petrol storage site. Due to the way the proposed hydrogen facility has been laid out, the part of the site in which people will be in regular use, is outwith the Health and Safety Executive consultation zone. As such the Health and Safety Executive had no objections to the proposal.

Archaeology

- 7.19** The plot of ground that is proposed for development falls within an archaeological consultation trigger. This is due to the dock, however it is unlikely to be substantially affected by the construction. It has however been highlighted that there is possibility that deeper excavations could encounter surviving archaeological deposits, features or artefacts of a farm named “East Barns of Clyde”. It has been recommended a condition is applied requiring a written scheme of investigation. This would in accordance with policy BE1.

8. CONCLUSION

- 8.1** The proposed development is considered to be in accordance with Policy LE1 of the adopted Local Plan and Policy E1 of the LDP2 Proposed Plan as this is a proposal for an industrial use which has been located on a site which has been identified under both plans as being suitable for the proposed use. Further as the proposal is identified as a suitable site for waste disposal and the proposal is for a facility to turn end of life plastics to hydrogen the proposal is in accordance with policy ZW1 of the LDP2 Proposed Plan. It is considered that the proposed use is to be supported as it will transform non-recyclable waste plastic into a form that hydrogen can be extracted in an environmentally sustainable manner which can be used in heavy vehicles and electricity generation which reduces the impacts of local air pollution but also contributes to sustainability targets and the climate emergency.

9. CONDITIONS

1. Unless otherwise agreed in writing, no development shall commence on site until such time as full details of the design and location of all walls and fences to be erected on site have been submitted to and approved in

writing by the Planning Authority, and these shall thereafter be implemented as approved.

2. Unless otherwise agreed in writing, no development shall commence on site until such time as exact details and specifications of all proposed external materials have been submitted to and approved in writing by the Planning Authority, and these materials shall thereafter be implemented as approved.
3. Unless otherwise agreed in writing, no development shall commence on site until such time as full details of all hard surfaces have been submitted to and approved in writing by the Planning Authority, and these shall thereafter be implemented as approved.
4. Unless otherwise agreed in writing, no development shall commence on site until such time as a landscaping scheme for the boundaries of the site has been submitted to and approved by the Planning Authority. Such scheme shall take account of BAA Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design', and shall include details of the maintenance arrangements. The approved landscaping shall thereafter be implemented not later than the next appropriate planting season after the opening of the facility (or, in the case of landscaping which serves a noise attenuation function, not later than the opening of the facility), and the landscaping shall thereafter be maintained in accordance with the approved arrangements.
5. Unless otherwise agreed in writing, no development shall commence on site until such time as details of a pedestrian/cycle crossing facility on Dock Street for use by persons using the cycle track along the former railway line have been submitted to and approved in writing by the Planning Authority. Such crossing shall be completed prior to the opening of the facility.
6. No development (other than investigative works) shall commence on 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 of the site (irrespective of whether this contamination originates on the site);
 - b) An assessment of the potential risks 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.
7. No development (other than investigative works) shall commence on site until 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 suitable 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 its management procedures. The scheme shall ensure that upon completion of the remediation works of the site will not qualify as contaminated land under Environmental Health Protection Act 1990 Part IIA in relation to the intended use of the land after remediation.
 8. The approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of development other than that requiring to carry out the 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 Local Planning Authority.
 9. 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 in writing by the Planning Authority prior to the recommencement of works in the affected area. The approved details shall be implemented as approved.
 10. 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. 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.

11. 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 used, in addition to this and in accordance with BS3882:2015 and BS8601:2013, materials to be used in the top 300mm 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 verification report containing details on the source of the material and appropriate test results to demonstrate its suitability for use.

12. Prior to the commencement of development on site, details of the Sustainable Drainage System (SuDS) and its maintenance following installation shall be submitted to and approved by the Planning Authority. The SuDS shall be designed to ensure the 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
13. Unless otherwise agreed in writing, deliveries shall take place between 0700 hours and 1900hours and HGV vehicles shall visit the site hydrogen refuelling station only between 0700hours and 2300hours.
14. Unless otherwise agreed in writing, no development shall commence on site until a noise mitigation strategy as noted in Section 7.10 of the Noise Impact Assessment (25th June 2021) has been submitted to, and approved in writing by the Planning Authority and any measures arising from the approved strategy shall be implemented as approved.
15. Upon completion of the development hereby approved an independently sourced Verification Report shall be submitted for the written approval of the Planning Authority which shall demonstrate compliance with noise conditions of this planning permission. The report shall demonstrate that the projections as detailed within the approved Noise Impact Assessment are reliable and mitigate the noise sources.
16. Unless otherwise agreed in writing, 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 particular 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.

17. During the period of construction, all works and ancillary operations which are audible, at the site boundary (or at such other places(s) as may first be agreed in writing within the Planning Authority), shall be carried out between the following hours unless otherwise agreed in writing by the Planning Authority:

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

18. 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 on the piling on surrounding properties, taking into account the guidance contained in BS6472:1992 "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.
19. Unless otherwise agreed in writing no development shall commence on site, until an external lighting scheme shall be submitted to and approved in writing by the Planning Authority. The scheme 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 of distract drivers on nearby road.

The scheme shall include:

- A statement settling out and justifying why the lighting scheme is required
- A report, prepared by a lighting engineer setting out the technical details of the luminaries and columns, including their location, type, shape, dimensions and expected luminance output and specifically explaining what design attributes have been chosen to minimise light pollution.
- A plan illustrating illuminance levels across the development site and at the boundary of the site. The level of illuminance shall be appropriate to

the character of the surrounding area as a whole. Four environmental zones are internationally recognised, and the design will require to show that control of overspill light is limited to the level required by the particular environmental setting.

- A plan illustrating illuminance levels beyond the boundary or the site, together with the downward light output ratio of the lights.
- A statement which demonstrates how the lighting scheme will be viewed against the wider landscape and, where appropriate, the potential role of landscaping in minimising the day and night-time visual impact of the installation.
- An operational statement, the purpose of which is to ensure that the developer and the lighting designer have considered operational regimes that can provide energy savings.
- Details of the proposed house of operation (unless explicitly agreed in writing, all external lighting luminaires shall be turned off during daylight hours and when not actively required).

Applicants should have regard to the guidance document “Controlling light pollution and energy consumption” produced by the Scottish Executive (March 2007).

20. Unless otherwise agreed in writing, no development shall commence on site until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The submitted plan shall include details of the 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 Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the lifetime 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.

Peter Hessett

Chief Officer – Regulatory and Regeneration

Date: 8th June 2022

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Appendix: Appendix 1 - Location Plan

- Background Papers:**
1. Application forms and plans;
 2. Consultation responses;
 3. West Dunbartonshire Local Plan 2010;
 4. West Dunbartonshire Local Development Plan 2 Proposed Plan.

Wards affected: 6 – Clydebank Waterfront