

WEST DUNBARTONSHIRE COUNCIL

Report by Chief Officer - Regulatory and Regeneration

Planning Committee: 8th October 2021

DC21/138/FUL: Proposed residential redevelopment of 88 dwellings comprising of cottage flats, bungalows and flats with vehicular access, associated car parking and landscape works at land at the corner of Glasgow Road and Mill Road, Clydebank by West Dunbartonshire Council

1. REASON FOR REPORT

- 1.1 This application relates to a major development and under the terms of the approved Scheme of Delegation it therefore requires to be determined by the Planning Committee.

2. RECOMMENDATION

- 2.1 Grant full planning permission subject to the conditions set out in Section 9.

3. DEVELOPMENT DETAILS

- 3.1 The site is located at the corner of the junction of Glasgow Road and Mill Road, Clydebank. Glasgow Road forms the site's southern boundary and Mill Road runs along the site's eastern boundary. Mill Road marks West Dunbartonshire's boundary with Glasgow City Council. To the site's northern boundary is the railway line and Yoker train station which has a small car parking area accessed off Mill Road. There is a bus stop directly adjacent to the site's access on Mill Road and to the south there is a bus stop on Glasgow Road. On the eastern side of Mill Road, opposite the application site is a supermarket. To the site's western boundary there are a number of light industrial units that accommodate car workshops/garages and printers and are accessed off Hamilton Street. There is also a parade of shops to the site's western boundary and there is direct access to these amenities from the application site through Hamilton Terrace. The site is broadly rectangular and flat. There are mature trees located on the south-eastern corner of the site. Within the site itself there is an existing Scottish Water trunk sewer that runs north to south through the site to the western side of the site. There is also a

Scottish Water below ground storage facility along part of the boundary with Glasgow Road.

- 3.2** Planning permission is sought for 88 dwellings in total comprising of 38 houses and 50 flats. The dwelling sizes range from two to five bedrooms and the proposed flats are one and two bedrooms. Nine wheelchair accessible properties are proposed across the site. Access to the site makes use of the existing vehicle access from Mill Road. The proposed internal road layout takes the form of circulatory road that follows the broadly rectangular form of the site. Within the circulatory road there are blocks of terrace houses that are sited close to the road edge to form a strong building line. Private garden grounds and car parking is proposed to the rear of these houses with a secondary mews type road running between these spaces. To the north of the circulatory road there are a mix of houses and cottage flats. The cottage flats face in to a semi public landscaped area. The gables of these properties face the railway line in order partly to address railway noise and provide opportunity for views in to the site.
- 3.3** At the site's north-western corner the proposal includes a large area of open space with tree planting and wildflower planting. There are 3 bungalows proposed that have views to the open space and there are two blocks of terrace houses proposed that face on to Glasgow Road. These properties have private gardens and car parking to the rear and are accessed off the main circulatory road. Landscaping is proposed in front of these houses to provide a visual buffer to Glasgow Road and setting to the development. In between these two housing blocks a significant landscaped area is also proposed. The layout partly responds to the underground constraints but will provide high quality landscaped areas that provides opportunities for movement through the site from Glasgow Road and beyond and provides a high quality natural residential environment.
- 3.4** On the corner adjacent to Glasgow Road and Mill Road the scale of the development increases to four storey blocks of flats that then further increases to a six storey block. These taller buildings represent a distinctive landmark building and incorporate a 'saw tooth' roof form that accentuates the height and verticality further. The proposed layout includes urban street planting to this corner facing the public elevations and private space with car parking, cycle and refuse storage to the rear. Within the site the house designs are simple in form making use of active gable ends to add visual interest and passive surveillance of surrounding streets. The saw tooth roof feature is also incorporated in to the house type designs. Finishes proposed include dark grey windows and a mix of dark grey and buff bricks. Recessed entrances to feature a black glazed brick and soldier brick courses also add some visual interest and texture to the dwellings. A similar materials palette is proposed for the taller flatted

part of the development and their design will include the use of a darker brick for the ground level and metal 'zig zag' shape to be included on the window railings, again large window openings are also proposed. A simple window design which repeats across the taller blocks of flats also unifies the flatted development and similar, generous window opening feature on the houses around the rest of the site.

- 3.5 Supporting technical information has been provided as part of the application and this includes a Design and Access Statement, a Pre-application Consultation Report, Phase 2 Site Investigation, and Transport Statement.

4. CONSULTATIONS

- 4.1 West Dunbartonshire Council Roads Service have raised no objections provided that a further review of car parking provision can be undertaken upon full occupation and that further car parking spaces can be formed if necessary.

- 4.2 West Dunbartonshire Council Environmental Health has raised no objections in principle but requested conditions with respect to contaminated land, SUDS and maintenance, Noise Impact Assessment and required mitigation measures, construction noise, piling method statement, dust control and storage of waste.

- 4.3 West Dunbartonshire Council Biodiversity Officer, Waste Services and Scottish Water have raised no objections to the proposed development.

- 4.4 Network Rail advise of no issues in principle but would wish to see the provision of a suitable trespass fence of at least 1.8m in height along the sites northern boundary.

- 4.5 Glasgow Airport Safeguarding has raised no objection, having now considered the submitted Glint and Glare Assessment. A condition is however recommended with respect to landscape species.

- 4.6 Glasgow City Council have not responded at the time of writing this report.

5. REPRESENTATIONS

- 5.1 One representation has been received with the focus of the comments concerning the new bridge construction and the impact this could have on the road infrastructure when combined with the construction of 88 dwellings within close proximity.

6. ASSESSMENT AGAINST THE DEVELOPMENT PLAN

West Dunbartonshire Adopted Local Plan 2010

- 6.1** Policy UR1 encourages the redevelopment and re-use of underused, vacant and/or derelict land and buildings for appropriate uses such as housing. Policy H4 sets out standards expected of residential development, requiring high quality design in the range of house types and sizes and in terms of form, layout and materials. Policy GD1 seeks to ensure that all new development is of a high quality of design and respects the character and amenity of the area.
- 6.2** Policy R2 specifies the open space provision required for all developments. Assessment of open space requirements has been undertaken against the more updated “Our Green Network” Planning Guidance (2015) in Section 7 below.
- 6.3** Policy T1 and T4 requires sites to be integrated with sustainable travel and Policy E5 relates to trees and requires new development proposals to consider impacts on trees and incorporate suitable tree planting. Policies F1 and F2 aims to ensure that new development is not at risk from, and does not increase the risk of flooding, and has suitable SUDS drainage infrastructure. The proposal complies with the policies of the adopted local plan and is assessed fully in Section 7 below.

7. ASSESSMENT AGAINST MATERIAL CONSIDERATIONS

West Dunbartonshire Local Development Plan (LDP1) Proposed Plan

- 7.1** On 27 April 2016, the Planning Committee took a final decision not to accept the Local Development Plan Examination Report recommended modification in respect of including the Duntiglennan Fields site in Clydebank as a housing development opportunity, and therefore, as a result of the Scottish Ministers’ Direction, the Local Development Plan has remained unadopted but continues to be a material consideration in the determination of planning applications.
- 7.2** The consideration of policies DS1, GN2, SD1, DS6 and GN3 and GN5 with regards to new residential development, green network, transport, flooding and drainage are similar to that of the Adopted Plan. DS7 requires any potential site contamination issues to be addressed and DS3 requires significant travel generating uses to be located within 400 metres of a public transport network. DS1 seeks to ensure a high design quality in housing and being suitable for a mix of occupants.
- 7.3** The Residential Development: Principles of Good Design Guidance applies to all developments of more than 3 units and has been taken account of in the proposed design and site layout. The proposed development is assessed against the Proposed Plan and the Residential Development Guidance in Section 7 below.

West Dunbartonshire Local Development Plan (LDP2) Proposed Plan

- 7.4** The modified LDP2 was approved by the Council in August 2020 and the Council then advised the Scottish Ministers of its intention to adopt the Plan. 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.
- 7.5** Similarly to Policy DS1 of LDP 1, Policy CP1 seeks to ensure that housing is of a high quality, adaptable and is designed to be suitable for a mix of occupants. It indicates that all new development will be expected to contribute towards creating successful places by having regard to the six qualities of a successful place (distinctive, adaptable, resource efficient, easy to get to/move around, safe and pleasant, and welcoming).
- 7.6** Policy GI2, BE1, FCC1, ENV1, ENV4, ENV5 and ENV6 are similar to the green network, built heritage, tree, water environment and flooding policies of the Adopted and LDP 1 policies, albeit that Policy GI2 sets a higher open space standard to that of the adopted Local Plan and LDP 1. Policies CP2 requires the integration and consideration of green infrastructure from the outset of the design process through to its maintenance and stewardship of the resource.
- 7.7** Policy CON1 requires that significant travel generating uses are designed to encourage sustainable transport and Policy CON4 sets out a need for all developments to install sufficient broadband provisions. Policy ENV8 requires developments to address air quality, lighting and noise as part of the planning process, whilst policy ENV9 requires all potentially contaminated sites to be remediated where necessary to ensure that the site is suitable for the intended use. It is considered that the proposals comply with the above policies as discussed below.

Principle of Development

- 7.8** The site had previously accommodated three multi-storey blocks of flats with some lower level maisonettes. There were circa. 330 dwellings across the site but these had historically suffered with maintenance and repair issues. It was agreed in November 2015 by the Council to proceed with the demolition of these blocks and work was completed last year on the demolition and site clearance. The construction of new dwellings on a site previously used for residential purposes is therefore acceptable in principal and does not conflict with the land use policies of the adopted and Proposed Plans.

7.9 Compatibility with surrounding land uses

The site is surrounded by a range of existing land uses. To the north of the site is the main Glasgow to Balloch railway line and Yoker train station. Mill Road and Glasgow Road form the site's more public boundaries with a supermarket store being on the opposite side of Mill Road. To the site's southern and western sites there are mix of commercial properties. The site is also under the flight path to Glasgow airport and therefore has the potential to be impacted by a number of noise sources. It is acknowledged that the site had accommodated residential properties in the past but these were much denser and with an entirely different layout.

7.10 A Noise Impact Assessment and supplementary reports have been submitted as part of the proposals and it makes recommendations with respect to mitigation measures that should be incorporated in to the building construction. These mitigation measures include the use of a higher performing type of glazing, specific glazing combinations, use of attenuated trickle ventilation and the use of tiles or other weatherproof outer sheeting for the proposed roofs. A combination of these measures will help to address rail, road and aircraft noise, as well as commercial noise sources. Having regard to the well established use of the site for residential in the past and current construction methods to include the aforementioned mitigation measures it is considered that the site remains suitable for residential development. The measures necessary to mitigate the noise sources can be secured by condition and are necessary for a site of such urban character.

Site Layout, Design and Appearance

7.11 The layout has been the subject to extensive pre-application discussion with suggested layout changes having been incorporated in to the final submission. The development has been designed to reflect and complement its surroundings but to also act as a landmark feature to announce the arrival in West Dunbartonshire as it is on the Council boundary between West Dunbartonshire and Glasgow City Council.

7.12 The nature of the proposal is broadly described at paragraphs 3.2-3.4 above. The proposed layout uses a circulatory road within the centre of the site with an internal 'mews' style road sitting in the centre that allows easy movement through for pedestrians and cyclists. A range of house types are orientated and sited around the edge of the site to make the most of their location and to add interest and variation to the streets. At the north western corner of the site is an existing mound of contaminated land that would be cost prohibitive to remove from the site. It is intended to securely cap this area and cover with a 450mm deep layer of clean soil and introduce wildflower planting which is considered an appropriate response to the constraint on site.

7.13 Design of the houses and flats take advantage of its prominent location whilst reflecting the constraints within and alongside the site. The corner flatted development features a 'saw tooth' roof and taller window form to

create a degree of dominance to the corner. The repeated window arrangement is also a strong design element when read alongside the proposed recessed entrance features. Soldier brick courses, deep window reveals and zig zag metal railings also add interest to the flats and are features that are repeated on the houses and cottage flats within the site. A mix of materials is proposed across the site with bricks that have a buff and dark grey tone that will complement each other and provide an attractive contrast within the site together with a high quality black glazed brick which will be used in recessed entrances. Concrete dark grey roof tiles are also proposed and will blend with the brick choices. The fenestration will have matt dark grey frames and the Juliet balconies that feature on the taller flats will be matt dark grey too with a 'zig zag' shape too add more visual interest.

- 7.14** It is considered that the proposed layout responds well to the site constraints and will create a landmark building to mark the arrival in to West Dunbartonshire. The layout is imaginative and will provide a range of housing options using high quality materials and represents a well considered design solution and placemaking approach.

Open Space and Landscaping

- 7.15** The presence of the main Scottish Water sewer and the underground storage facility along Glasgow Road has resulted in generous areas of landscaping and open space. The proposed amenity space equates to over 7800 sqm which exceeds the requirements of 'Our Green Network Planning Guidance.' The amenity areas take a number of different forms. There are spaces provided to the rear of the flats for communal amenity purposes, there are more open landscaped areas that will face Glasgow Road and the land in the northern corner will also provide a valuable green space and setting for the development. Individual houses and the bungalows will also have their own private and defined garden space which are considered to be commensurate with the amenity needs of each dwelling type. High quality landscaping suited to the setting of the development will also be provided and includes a range of treatments across the site including the use of wildflower meadow grass planting to the earth mound to the north-western corner. Other areas will be formally planted with amenity shrubs, hedges and tree planting and species will be selected to add to the sites biodiversity value. Native trees will also be selected and bulb and wildflowers will also feature to add seasonal interest. The landscaping will also include swales and rainwater gardens to help to manage rainwater runoff. It is envisaged that the required play space can be located at various locations within the site along with public art and these requirements can be addressed via conditions.

7.16 The proposed layout does result in the loss of existing trees at the corner of Glasgow Road and Mill Road. In total 18 trees across the whole site will be removed as part of the development. The loss of the existing trees at the site's southwestern corner is unfortunate but necessary to create the landmark building and the siting it requires to maximise its visual impact. The proposed landscape plans illustrate that heavy standard trees will be planted along the street edge with Mill Road and Glasgow Road to create a strong green edge to the site. The landscape plans indicate that over 80 trees will be planted on the site along with shrubs. Quality landscape spaces are also proposed within other parts of the site which will mitigate against the loss of the aforementioned trees on the corner. It is felt that the levels of new planting across the site as part of a well considered landscape approach with trees having been selected that are better suited to a new urban layout will provide a quality landscape setting to the development that can not only be enjoyed by residents but people passing through the development too. The development will therefore have an attractive green setting which is welcomed given the site's urban surroundings

Roads, Parking, Access and Permeability

7.17 The site is well connected with bus routes along Mill Road and Glasgow Road. Yoker train station adjoins the site and established cycle routes run parallel to Glasgow Road. It should also be noted that the new Renfrew/Clyde Bridge will also be built within close proximity to the application site. A total of 79 car parking spaces are proposed which is slightly below the standard required for this type of development. The submitted Transport Statement provides justification for the reduced level based on the profile and habits of future residents and the sustainable location. Given the highly sustainable location of the site and the submission of supporting information the number of car parking spaces is considered acceptable by the Roads Service. If the needs of the residents change as the development is occupied then functioning additional spaces can be provided. This can be achieved via a planning condition.

7.18 The development will also be providing electric vehicle charging points and cycle storage for the flats. Accessible spaces are also included in the layout for the residents of the wheelchair accessible dwellings. In terms of the layout it is anticipated that the layout would create a 'shared zone' where the road network is shared by vehicles, cyclists and pedestrians with the aim being to prioritise people over car users. The layout provides links through the site to Yoker train station and the location of the new Renfrew Bridge which will increase the permeability through the site and create new pedestrian movements through the site.

Technical Matters

- 7.19** The Council's Environmental Health Service have requested a site investigation report including remediation and mitigation measures for treatment of the ground conditions. These matters alongside other matters including dust mitigation and construction activity can be addressed as planning conditions. It should be noted that the contaminated land to the site's north-western corner is to be capped and soil to a depth of 450mm shall be added. Thereafter the mound will be treated with wildflower planting mix to enhance the visual impact. This approach is considered to be acceptable.
- 7.20** In support of the application a Flood Risk Assessment, Energies Strategy, Invasive Weed Strategy, Ecological Survey Report, Drainage strategy to include SUDS and Reflectivity Analysis Report have been submitted. The Council's Road Service have advised that the findings of the Flood Risk Assessment is acceptable and will not present a flood risk to residents and the surroundings. The SUDS design includes swales and rainwater gardens to manage rainwater runoff from hard surfaces. This approach to SUDS being integrated in to the landscaping proposal is a welcome response given the urban nature of the site.

Pre-application Consultation

- 7.21** As the proposal constitutes a major development, statutory pre-application consultation was carried out prior to the submission of the application. A Proposal of Application Notice was received in February 2019 regarding the redevelopment of the site. Given that two years had lapsed since the original Proposal of Application Notice process started and the scheme has evolved, further engagement with the local community on the revised proposals took place recently. The applicant has subsequently submitted a Public Consultation Report which identifies that an online consultation/information event was held on 17th February 2021. This event comprised of a presentation and participants had the opportunity to ask questions. The event was publicised on the Council's website, Facebook page and tenant participation Facebook pages. In addition to the statutory requirements

As a response of these public discussion forums lifts were introduced to all closes of the flatted blocks which includes the four storey blocks, they had previously only been in the six storey blocks.

Place and Design Panel and Pre application Elected Member Briefing

- 7.22** The development has evolved over the last three years. Earlier versions of layouts and early capacity studies were presented to the Place and Design Panel in September 2018. The Panel were of the view that the urban setting would not lend itself to supporting detached suburban type development that might lose its scale on the site but would perhaps be suited to town houses and flatted development which would allow the

volume to change across the site. The concepts discussed at the Panel session are evident in the current layout.

- 7.23** The application was also presented to a pre application Elected Member Briefing on 30th March 2021. The Elected Member Briefing raised matters concerning accessibility and lift access, sustainability aspects, zero carbon approach as renewable energy sources and the use of triple glazing. These issues have been addressed in the final submission.

8. CONCLUSION

- 8.1** The redevelopment of this vacant and brownfield site for residential purposes complies with local planning policies which seeks to support urban renewal and regeneration. The proposals have been subject to extensive discussions with officers at the pre-application stage and the design of the site has clearly evolved through and been informed by the feedback provided through this pre-application process, the Place and Design Panel and the separate Elected Member Briefing. The development will provide high quality housing with excellent open space provision and connections to the surrounding area. The design and prominence of the flatted development at the corner between Mill Street and Glasgow Road will be a bold landmark building and will enhance and contribute positively to the further regeneration of the area.

9. CONDITIONS

- 1. Prior to the commencement of development on site, exact details, specifications and samples of all proposed external materials to be used for the dwellings/flats and associated hard landscaping, to include boundary treatments and waste storage facilities within the development site shall be submitted to and approved in writing by the Planning Authority. For the avoidance of doubt the brick to be used shall comprise of i) Ibstock Arden Weathered Grey, ii) Ibstock Himley Ebony Black and iii) a glazed black brick. Full details the proposed glazed black brick and its exact location for use on the buildings shall be submitted to and agreed by the Planning Authority prior to works commencing on site. The development shall be completed in accordance with the approved material details and palette unless otherwise agreed by the Planning Authority.**
- 2. Prior to the first occupation of the flats hereby approved details of the proposed cycle storage and refuse/recycling stores shall be submitted for the written approval of the Planning Authority. The approved details shall be installed prior to the first occupation of the flats hereby approved on an agreed phased basis. The constructed cycle stores and refuse/recycling stores shall be maintained for the**

lifetime of the development unless otherwise agreed by the Planning Authority.

- 3. Prior to works commencing on site a proposed planting schedule to include heavy standard tree planting shall be submitted for the written approval of the Planning Authority to be read in conjunction with the soft landscape arrangements approved under drawings XX – DR-L-90-002 Rev A and XX-DR-L-90-001. The planting schedule include native species and planting to increase the biodiversity value of the site. The approved landscape plans shall be implemented no later than the next available planting season or a phased scheme to be agreed with the Planning Authority. Any trees, shrubs or plants forming part of the approved landscape scheme which die, are removed or become seriously damaged or diseased, within a period of 5 years from the date of their planting, shall be replaced in the next planting season with others of similar sizes and species unless the Planning Authority gives written approval to any variation. The landscaping arrangements as approved shall thereafter be maintained in accordance with these details for the lifetime of the development unless otherwise agreed by the Planning Authority.**

It should be noted that the submitted landscape details must comply with Advice Note 3 ‘Potential Bird Hazards from Amenity Landscaping & Building Design’ (available at www.aoa.org.uk/publications/safeguarding.asp).

No subsequent alterations to the approved landscaping scheme shall take place unless submitted to and approved in writing by the Planning Authority.

- 4. Prior to works commencing on site details of a children’s play area to be incorporated in to the site’s landscaping areas shall be submitted for the written approval of the Planning Authority. The children’s play shall be installed upon occupation of the 30th dwelling unless otherwise agreed by the Planning Authority and shall be maintained for the lifetime of the development unless otherwise agreed.**
- 5. Prior to works commencing on site details of public art to be incorporated in the site’s landscaping scheme shall be submitted for the written approval of the Planning Authority. The agreed public art shall be installed upon completion of the development and shall be maintained for the lifetime of the development unless otherwise agreed.**

- 6. No house/bungalow shall be occupied within the site until the vehicle parking spaces associated with that house unit have been constructed and provided within the site in accordance with approved site layout (drawing no. ABC-XX-XX-DR-A-0010-Rev J – Proposed site plan). The aforementioned parking shall thereafter be retained and be capable of use at all times and shall not be removed or altered without the prior written approval of the Planning Authority.**
- 7. Twelve months after the full occupation of the dwellings hereby approved a Transport Statement and survey findings shall be submitted for the approval of the Planning Authority. The required submissions shall detail the use of the approved car parking provision and if necessary shall provide details of additional spaces to include location and a timescale for their implementation. Thereafter the additional parking, if constructed, shall be retained and be capable of use at all times and shall not be removed or altered without the prior written approval of the Planning Authority.**
- 8. Prior to the commencement of development with the site, details of the location and design of an electric charging point(s)/unit(s) to serve the development shall be submitted to and approved in writing by the Planning Authority. The approved car charging point(s)/unit(s) and associated infrastructure shall thereafter be installed in accordance with the approved details at a timescale agreed by the Planning Authority and maintained as such thereafter.**
- 9. Prior to the occupation of the first unit within the site, the developer shall install the necessary infrastructure to enable the full development and all associated properties to be connected to the existing fibre optic network, where available in West Dunbartonshire, and in accordance with the relevant telecommunications provider's standards.**
- 10. Notwithstanding the plans hereby approved details of additional horizontal traffic calming measures throughout the development site shall be submitted for the written approval of the Planning Authority. The approved works shall be installed as agreed prior to the first occupation of the unit hereby approved or an alternative timeframe to be agreed by the Planning Authority. The constructed traffic calming measures shall be maintained thereafter for the lifetime of the development.**
- 11. Notwithstanding the plans hereby approved full details of the junction between Mill Road, the development access and Yoker Train Station shall be submitted for the written approval of the Planning Authority. The works shall thereafter be carried out in accordance**

with the approved plans and maintained as such for the lifetime of the development unless otherwise agreed.

12. 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 on the site (irrespective of whether this contamination originates on the site)
 - b) An assessment of the potential risks (where applicable) to:
 - a. Human health
 - b. Property (existing and proposed) including buildings, crops and livestock, pets, woodland and service lines and pipes
 - c. Groundwater and surface waters
 - d. Ecological systems
 - e. Archaeological sites and ancient monuments
 - c) An appraisal of remedial options, including a detailed remediation strategy based on the preferred option.
13. 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 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 site management procedures. The scheme shall ensure that upon completion of the remediation works the site will not qualify as contaminated land under the Environmental Protection Act 1990 Part IIA in relation to the intended use of the land after remediation.
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. 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 by the Planning Authority. Any actions ongoing shall be implemented within the timescale agreed by the Planning Authority in consultation with Environmental Health. Following completion of the actions/measures identified in the approved remediation scheme a further report which demonstrates the effectiveness of the monitoring and maintenance measures shall be submitted to and approved in writing by the Planning Authority.
16. If there is a requirement to either re-use site won material or to import material then the assessment criteria and sampling frequency that would adequately demonstrate its suitability for use shall be submitted to and approved by the Planning Authority prior to any material being re-used or imported. In addition to this and in accordance with BS3882:2015 and BS8601:2013, material to be used in the top 300mm shall 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 of the source of the material and associated test results to demonstrate its suitability for use.
17. 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 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 Sustainable Urban Drainage System (SUDS) shall thereafter be formed and maintained on site in accordance with the approved details.
18. No development shall take place on site until such time as a suitably updated noise impact assessment has been submitted to and approved in writing by the Planning Authority. This noise impact assessment shall include an assessment of the potential for occupants of the development to experience noise nuisance arising from nearby sources including commercial premises, plant noise. Where a potential for noise disturbance is identified,

proposals for the attenuation of that noise shall be submitted to and approved in writing by the Planning Authority. Any such approved noise attenuation scheme shall be implemented prior to the development being brought into use and shall thereafter be retained in accordance with the approved scheme. The noise impact assessment and any recommendations in respect of attenuation measures shall be prepared by a suitably qualified person.

As this area is subject to noise from aircraft, assessment of this source must be detailed within the Noise Impact Assessment including detailed mitigation measures for this noise source. The development will require high specification acoustic roof insulation as a minimum and double/triple glazing.

19. No development shall commence on site until such time that a noise assessment has been submitted and approved by the Planning Authority in writing, The noise assessment shall determine the impact of road traffic noise on the development using the principles set out in 'Calculation of Road Traffic Noise' (DoT/Welsh Office, HMSO, 1988) or by a method to be agreed by the Planning Authority. The survey shall take cognisance of the Scottish Government Document: "Technical Advice Note Assessment of Noise". Where the submitted report identifies potential noise disturbance, it shall include a scheme for protecting residents of the proposed dwellings from road traffic noise. The scheme shall ensure that the internal levels do not exceed 40dB daytime and 35 dB night time and the external levels do not exceed 55dB daytime in any rear garden areas, when measured as LAeq.T. The approved mitigation measures shall be implemented prior to the first occupation of the dwellings hereby approved and shall be retained and maintained for the lifetime of the development.
- 20 No development shall commence until such time that details of noise attenuation/soundproofing works have been submitted to and approved in writing by the Planning Authority. The approved noise attenuation/soundproofing measures shall be implemented prior to the development being brought into use and shall thereafter be retained in accordance with the approved scheme.
- 21 Upon completion of the development hereby approved an independently 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.

- 22** No development shall commence on site until such time as a noise control method statement for the construction period has been submitted to and approved in writing by the Planning Authority. This statement shall identify likely sources of noise (including specific noisy operations and items of plant/machinery), the anticipated duration of any particularly noisy phases of the construction works, and details of the proposed means of limiting the impact of these noise-sensitive properties. The construction works shall thereafter be carried out in accordance with the approved method statement unless otherwise approved in writing by the Planning Authority.
- 23** During the period of construction, all works and ancillary operations which are audible at the site boundary (or at such other place(s) as may first be agreed in writing by the Planning Authority), shall be carried out between the following hours unless otherwise approved in writing by the Planning Authority:
- Mondays to Fridays: 0800-1800
 - Saturdays: 0800-1300
 - Sundays and public holidays: No working
- 24.** No piling works shall be carried out until a method statement has been submitted to and approved in writing by the Planning Authority. This statement shall include an assessment of and take into account the following:
- The impact of the piling on surrounding properties.
 - Detail any procedures which are required to minimise the impact of noise and vibrations on the occupants of surrounding properties.
- This statement as submitted shall be prepared by a suitably qualified person and shall take into account the guidance contained in BS6472:1984 'Evaluation of Human Response to Vibration of Buildings'. The piling works shall thereafter be carried out in accordance with the approved method statement until they are completed on site.
- 25.** Unless otherwise approved in writing by the Planning Authority, no development shall commence on site until such time as a scheme for the control and mitigation of dust has been submitted to and approved in writing by the Planning Authority. The scheme shall identify likely sources of dust arising from the development or its

- construction, and shall identify measures to prevent or limit the occurrence and impact of such dust. The approved scheme shall thereafter be implemented fully prior to any of the identified dust generating activities commencing on site and shall be maintained thereafter, unless otherwise approved by the Planning Authority.
26. Prior to the commencement of development on site, an Air Quality Impact Assessment shall be submitted for the written approval of the Planning Authority. The report should use a method based on the principles set out in the Environmental Protection UK document Development Control: Planning for Air Quality (2010 Update), Scottish Government publication 'Local Air Quality Management Technical Guidance LAQM.TG (09) and 'Delivering Cleaner Air for Scotland – Guidance from Environmental Protection Scotland and the RTPI Scotland – January 2017'. The recommendations within the approved Air Quality Report shall be implemented prior to the first occupation of the dwellings or an alternative timescale agreed by the Planning Authority.
27. Prior to work commencing details of the sites proposed lighting scheme shall be submitted for the written approval of the Planning Authority and should include details of lamp type and luminaire. The lighting installation shall thereafter be carried out in accordance with the approved details unless otherwise agreed by the Planning Authority.
28. No development shall commence on site until details for the storage and the collection of waste arising from the development shall be submitted to and approved in writing by the Planning Authority. The agreed details shall be in place prior the occupation of the first housing unit/property within the site and thereafter maintained for the lifetime of the development.
29. Should works commence on the development hereby approved after the start of the next bat breeding season (April 2022) then a further Bat Survey shall be undertaken and submitted for the written approval of the Planning Authority. In the event that bats are encountered during other works, all works should cease and Nature Scot or a licenced ecologist contacted.

Peter Hessett

Chief Officer – Regulatory and Regeneration

Date: 6th October 2021

Person to Contact: Pamela Clifford, Planning & Building Standards
Manager
Email: Pamela.Clifford@west-dunbarton.gov.uk

Appendix: Location Plan

Background Papers:

1. Application forms and plans;
2. Consultation responses;
3. West Dunbartonshire Local Plan 2010;
4. West Dunbartonshire Local Development Plan Proposed Plan;
5. West Dunbartonshire Local Development Plan 2 Proposed Plan.
6. 'Our Green Network' Guidance
7. Residential Development Design Guidance

Wards affected: Ward 6 - Clydebank Waterfront