



**PLANNING AND ACCESS COMMITTEE**

**MEETING: Monday 27<sup>th</sup> November 2017**

<b>SUBMITTED BY:</b>	<b>Director of Rural Development and Planning</b>
<b>APPLICATION NUMBER:</b>	<b>2017/0223/DET</b>
<b>APPLICANT:</b>	<b>David McCowan</b>
<b>LOCATION:</b>	<b>Woodbank Inn, Balloch Road, Balloch</b>
<b>PROPOSAL:</b>	<b>Demolition of kitchen extension. Erection of 3 storey extension comprising of 18 No. hotel rooms and kitchen.</b>

<b>NATIONAL PARK WARD:</b>	5 (South West Loch Lomond)
<b>COMMUNITY COUNCIL AREA:</b>	Balloch and Haldane
<b>CASE OFFICER:</b>	Name: Julie Gray Tel: 01389 727753 E-mail: <a href="mailto:julie.gray@lochlomond-trossachs.org">julie.gray@lochlomond-trossachs.org</a>

**1 SUMMARY AND REASON FOR PRESENTATION**

1.1 The application is for an extension to an existing restaurant and inn, Woodbank Inn, located within Balloch to the north side of Balloch Road.

1.2 In accordance with section 5.10 of the National Park Authority's Scheme of Delegation, this application must be determined by the Planning and Access Committee as the applicant is a Member of the Planning and Access Committee.

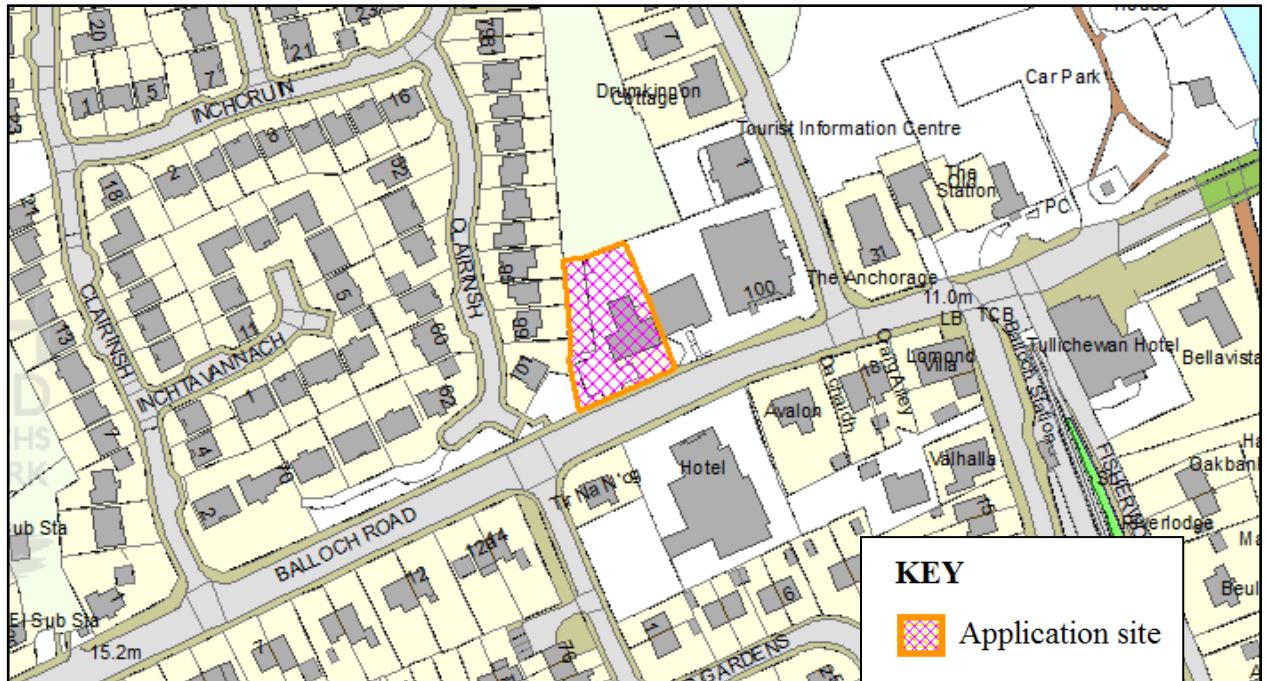
**2 RECOMMENDATION**

**That Members: Approve the application subject to the imposition of conditions as set out in Appendix 1 of the report.**

### 3 BACKGROUND

#### **Site Description:**

- 3.1 The Woodbank Inn is located approximately 110m to the west of Balloch Train Station on the north side of Balloch Road. The site is accessed directly off Balloch Road. See location plan in Figure 1 below.



**Figure 1.** Location Plan.

- 3.2 The building fronts onto Balloch Road and has an outdoor seating area between the building and road. The site is bounded by an established residential estate to the west; the properties are set at a higher ground level than the application site. Commercial properties are located to the east and Drumkinnon Wood is to the north.
- 3.3 The rear of the site slopes gradually upwards towards its northern boundary from the rear of the existing building. The rear of the site provides informal car parking for the existing development, bin storage and the siting of a portacabin.
- 3.4 The Woodbank Inn is a substantial two storey and roof space modern building with prominent arched windows on the principal elevation at ground floor level. The building is clad in Fyfe stone to the lower section of the building with an off white render to the upper section and concrete tiled roof. The overall height of the building to the roof ridge is approximately 10.1m. The building is not of any particular architectural merit.
- 3.5 The building currently has 6 letting rooms and a 60/70 'cover' restaurant.

#### **Environmental Impact Assessment (EIA):**

- 3.6 For the purposes of the Environmental Impact Assessment (Scotland) Regulations 1999 the National Park is identified as a 'Sensitive Area'. As a 'Competent Body' the National Park Authority has a statutory duty to consider whether proposals for development should be subject to the EIA process. In this particular instance it has been determined that an EIA is not required.

## Agenda Item 5

### **Description of Proposal:**

- 3.7 The development proposed is for the erection of a three storey extension to the rear of the property thus replacing the existing single storey extension which provides kitchen facilities for the restaurant. The extension would contain 18 bedrooms, resulting in a total of 24 bedrooms across the property and smaller kitchen area.
- 3.8 Additional car parking spaces are also proposed within the site to the west and front of the building resulting in a total of 17no car parking spaces for the development. (Illustrated in Figure 2)
- 3.9 The footprint of the proposed extension is sizable. It steps back gradually from the east most boundary of the property. The extension measures 11.6 m at its widest point, closest to the existing building, and 9m at its narrowest point furthest from the existing building. The extension is approximately 25.5m in length.



**Figure 2. Site Plan**

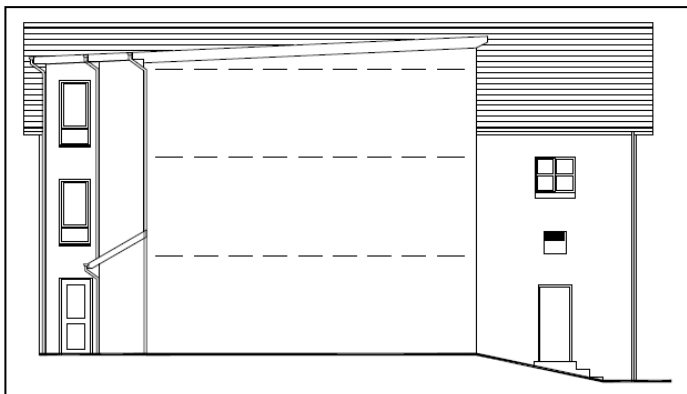
- 3.10 The extension is proposed to have a mono pitched roof with metal standing seam finish, timber framed windows and smooth rendered walls. The façade of the west elevation features contemporary detailing with cladding being used to group the windows and doors and add interest to the elevation. Proposed elevations of the building are provided in Figure 3.
- 3.11 The finished floor level of the proposed extension is set by the higher ground levels at the rear most part of the site and continues through the building to match with the floor level of the existing property. There is therefore a requirement to raise, in part, the ground levels at the rear of the property as shown in the Rear Elevation drawing. (Figure 4).

## Agenda Item 5

- 3.12 The proposal includes the formation of additional car parking spaces resulting in the provision of 17no. car parking spaces on site. No change is proposed to the existing access to the site.
- 3.13 The proposed extension would connect to the existing public water supply and waste water network.



**Figure 3. East and West Elevations as Proposed**



**Figure 4. Rear Elevation**

### ***Planning History:***

- 3.14 No relevant planning history

## 4 CONSULTATIONS AND REPRESENTATIONS

### ***Responses to Consultations:***

#### 4.1 **West Dunbartonshire Council Roads**

*Response dated 9<sup>th</sup> August 2017*

The Roads Service initially objected to the proposal due to a shortfall in parking provision for the accommodation aspect of the proposal. No parking allocation for the restaurant was required due to the town centre location where existing communal parking could be used.

The applicant subsequently carried out a parking appraisal and agreed a shared parking agreement with a 'Cucina', a neighbouring commercial property. The Roads Service was re-consulted on the proposal.

*Response dated 4<sup>th</sup> October 2017*

No objection subject to conditions regarding the use of shared adjacent parking facilities (as noted in section 7.23) and requirement to provide alternative off-road parking arrangements in the event the current agreement with neighbours ceasing to exist; and the provision of cycle parking.

#### 4.2 **West Dunbartonshire Council Environmental Health**

No objections, subject to conditions regarding lighting, noise (during construction and operation), deliveries, grease traps and extraction/flue system.

#### 4.3 **Scottish Water**

No objection, however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

##### **Water**

• There is currently sufficient capacity in the **Alexandria** Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

##### **Foul**

• There is currently sufficient capacity in the **Ardoch** Waste Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

### ***Summary of Representations Received:***

4.4 6 representations have been received, five objecting to the proposal and one in support.

4.5 The grounds of objection are summarised below.

- *Impact on availability of light into adjacent residential garden ground to the west;*
- *Impact on privacy of neighbouring residential properties including garden ground to the west;*
- *Light pollution from proposed bedroom windows;*
- *Additional noise levels due to vehicles arriving at various times and additional people (impact on residential and commercial premises);*

## Agenda Item 5

- *Disruption during building works due to dirt, dust and noise (impact on residential and commercial premises);*
- *Impact on enjoyment of use or residential garden ground during construction;*
- *Sufficient supply of hotels and B&B's already in area;*
- *Location of flue;*
- *Car parking provision;*
- *Over development of site;*
- *The transport statement is false; the business does not operate a 'green travel scheme'; and*
- *Provision of 3 car parking spaces for the restaurant is inadequate.*

4.6 The grounds of support are summarised below:

- Development will strengthen tourist accommodation stock in Balloch;
- Development will meet market need for medium priced tourist accommodation in Balloch with benefits for restaurant and nearby businesses;
- Increase viability of Woodbank Inn;
- Parking standards should be relaxed due to town centre location and proximity to public transport; and
- Proposed extension will be largely unseen by passersby.

4.7 The grounds of objection and support are considered within the planning assessment section of this report, section 7.

4.8 Other concerns were raised which are not material planning considerations including:

- Previous work to the property causing disruption;
- Removal of dividing fence between the housing estate to the west and Woodbank Inn;
- Erection of advertisements on the footway
- Ownership of land

## 5 POLICY CONTEXT

### ***National Park Aims:***

5.1 The four statutory aims of the National Park are a material planning consideration. These are set out in Section 1 of the National Parks (Scotland) Act 2000 and are:

- (a) to conserve and enhance the natural and cultural heritage of the area;
- (b) to promote sustainable use of the natural resources of the area;
- (c) to promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public; and
- (d) to promote sustainable economic and social development of the area's communities.

5.2 Section 9 of the Act then states that these aims should be achieved collectively. However, if in relation to any matter it appears to the National Park Authority that there is a conflict between the first aim, and the other National Park aims, greater weight must be given to the conservation and enhancement of the natural and cultural heritage of the

## Agenda Item 5

area.

### ***Development Plan:***

#### 5.3 National Park Local Development Plan (2017 - 2021):

Overarching Policy 1: Strategic Principles

Overarching Policy 2: Development Requirements

Visitor Experience Policy 1: Location and Scale of New Development

Visitor Experience Policy 2: Delivering a World Class Visitor Experience

Transport Policy 2: Promoting Sustainable Travel and Improved Active Travel Options

Transport Policy 3: Impact Assessment and Design Standards of New Development

Natural Environment Policy 8: Development Impacts on Trees and Woodlands

Natural Environment Policy 12: Surface Water and Waste Water Management

Waste Management Policy 1: Waste Management Requirements for New Development

### **Relevant Policies:**

#### 5.4 Full details of the policies can be viewed at:

<http://www.lochlomond-trossachs.org/planning/planning-guidance/local-development-plan/>

### ***Other Material Considerations:***

#### 5.5 National Park Partnership Plan (2012-2017)

All planning decisions within the National Park require to be guided by the policies of the Partnership Plan, where they are considered to be material, in order to ensure that they are consistent with the Park's statutory aims. In this respect the following policies are relevant:

Con Policy 2: Natural Heritage

Con Policy 3: Landscapes

Con Policy 4: Water

RD Policy 2: Spatial Development Strategy

VE Policy 3: Recreation and Access

## **6 SUMMARY OF SUPPORTING INFORMATION**

The application was accompanied by the following supporting papers as summarised:

**Flood Risk and SUDS Assessment** produced by agent to demonstrate the site is not at risk of flooding

**Supporting Statement** outlining that the case that the existing business is not sustainable. The accommodation side of the business is profitable compared to the restaurant however the existing 6 rooms are not sufficient to support the restaurant. An increase in the number of rooms will make the business sustainable in this prominent location and allow economies of scale to optimise the building. The proposal will assist in retaining functional premises and retain jobs. The property benefits from excellent public transport links.

**Transport Statement** outlining the location of the property and existing public transport links, namely, Balloch train station, the John Muir Way. Parking provision and justification for the provision is also explained.

## Agenda Item 5

**Design Statement** including rationale behind design choices, an appraisal of the impact on neighbouring daylight, sunlight and privacy.

**Car Parking Appraisal** produced by Systra Ltd, a transport planning consultancy, on behalf of the applicant, dated 22<sup>nd</sup> September 2017. The appraisal outlines that there is adequate public car parking provision to address the shortfall in car parking available at the site; that the site is highly accessible by non-car based travel and the development as proposed will not have a detrimental impact on the local area in terms of car parking provision.

### 7 PLANNING ASSESSMENT

- 7.1 The proposal is for the erection of a three storey extension to Woodbank Inn to comprise 18no hotel bedrooms. The proposal includes the provision of 17no car parking spaces.
- 7.2 The main determining issues with this application are as follows and will be considered in turn.
- Principle of Development
  - Design
  - Neighbouring Amenity
  - Impact on daylight and sunlight
  - Parking provision

#### **Principle of Development**

- 7.3 The principle of the proposal is assessed against Visitor Experience Policy 1(a) (VEP1a) of the Adopted Local Development Plan (2017-2021). New/Improved or expanded visitor accommodation is supported by policy VEP1a where it is located within a town or village context. The proposed development is located within the town of Balloch and the expansion of the existing tourism business is therefore supported in principle.
- 7.4 The National Park Tourism Team was consulted on the proposal and note that there is a gap in low budget/high quality hostel/bunkhouse accommodation in Balloch. The Tourism Team have advised that there is capacity for more accommodation, as occupancy is at very high levels during peak summer months. The proposal is for a mix of bunk style bedrooms (4no.) and double bedrooms (14no.) which have connecting doors creating a flexible internal layout. The proposed accommodation is therefore appropriate within the context of Balloch and the needs identified in terms of tourism accommodation.

#### **Design**

- 7.5 The existing property is not of particular architectural merit and the replication of the design of the existing building into the extension is not necessary.
- 7.6 The proposed design of the extension is a modern mono-pitched block with the main façade broken up using a variety of materials to reduce the massing of the building. Materials proposed include smooth render to walls, cladding to add detail to the main elevation and tie together window and door features, timber windows and doors and standing seam metal roof.
- 7.7 The styling is similar to modern flats located nearby on Pier Road and Balloch Road and is considered to be acceptable within the context of Balloch.
- 7.8 A large extension is proposed however it is discretely sited to the rear of the existing



Agenda Item 5

building and would be largely screened from public view. It will therefore have no impact on the streetscape of Balloch Road.

7.9 The east elevation of the proposed extension is blank with the exception of high level windows at ground floor level. Whilst this would normally be unacceptable as it could appear bland and overbearing, it faces onto a car parking and service area of adjacent commercial properties. As such, it will not impact on neighbouring amenity to the east and is considered acceptable in the context.

**Neighbouring Amenity**

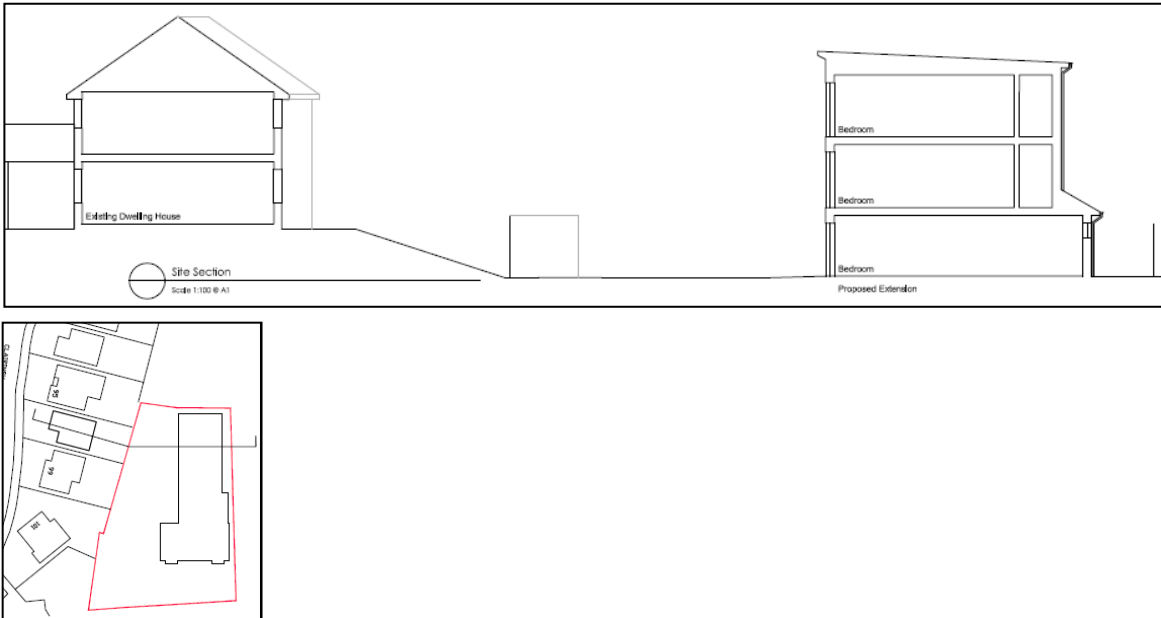
**Privacy**

7.10 Concern has been raised by neighbouring residential properties due to perceived loss of privacy to homes and rear garden grounds of properties to the west of the site.

7.11 Distance between proposed extension and neighbouring properties to the west

The distance between the proposed development and residential properties is of the order of 24m reducing to 19.5m at the closest point. There is no set guidance on distances between neighbouring windows however an approximate ‘rule of thumb’ is that a minimum of 18m is maintained between windows which are parallel to each other. Given that the distance between the existing neighbouring properties and proposed extension is beyond 18m and the windows are not parallel, it is considered that there will not be a significant impact on privacy to the habitable rooms of the adjacent residential properties.

7.12 Whilst the proposed extension is three stories in height, a section drawing (Figure 5) illustrates that the building will not be taller than the neighbouring residential properties considering the properties to the west sit at a higher ground level (of the order of 1.8-2m) from the application site. Consequently, the proposed extension will not appear to be over-dominant as viewed from neighbouring properties to the west.



**Figure 5: Site Section**

7.13 Distance between proposed extension and residential garden ground to west

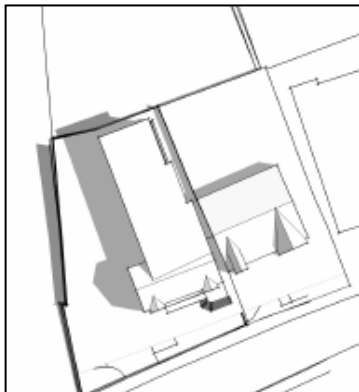
The distance between the proposed development and mutual boundary with the residential properties to the west is approximately 16m at it widest point reducing to approximately 9.5m at its narrowest point to the rear of the site. The narrowest distance

## Agenda Item 5

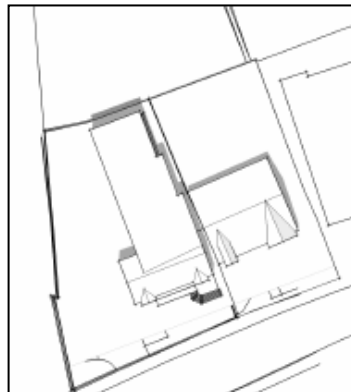
of 9.5m is similar to the typical garden separation distance between other residential properties on the estate with mutual rear boundaries. It is therefore considered that although the development would represent a change to the current level of privacy afforded to the neighbouring properties, it will remain comparable with the context of a residential estate and will not result in unacceptable overlooking of garden ground. Further to this, the mature tree to the rear of the site is to be retained and will partially screen the development from no. 95 Clairinsh (that being the closest neighbouring property to the proposed extension).

### **Daylight and sunlight**

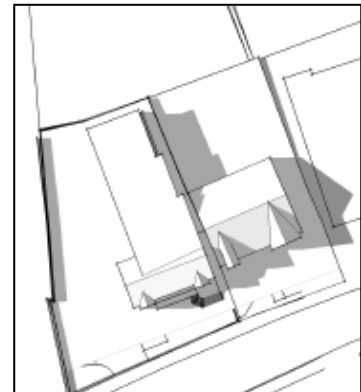
- 7.14 Similar to the assessment on privacy, due to the distance between the proposed extension and existing properties, there will be no adverse impact on the daylight afforded to neighbouring properties.
- 7.15 In terms of sunlight, images have been provided within the design statement to illustrate that there will be no impact on the sunlight afforded to the rear garden ground of neighbouring residential properties as most overshadowing is confined to the application site itself (Figure 6a-c). There will be some impact on the areas to the rear of the adjacent commercial premises later in the day however this area is used for car parking and it will therefore not have a significant adverse impact.



**Figure 6a:** Shading at 9am, 21<sup>st</sup> March



**Figure 6b:** Shading at noon, 21<sup>st</sup> March



**Figure 6c:** Shading at 4pm, 21<sup>st</sup> March

### **Noise**

- 7.16 Concern has been raised regarding the potential for increased noise and light pollution during the operation of the business.
- 7.17 West Dunbartonshire Council Environmental Health Service were consulted on the proposal and have recommended conditions regarding the control of external lighting, and the submission of a noise impact assessment to ensure that the premises is operated in such a way so as not to impact on the amenity of nearby residential properties. Time restriction for delivery vehicles are also recommended.
- 7.18 Similarly, conditions are recommended for the construction phase so as to minimise impact on neighbouring amenity by way of a noise control method statement and restriction on construction hours.
- 7.19 Details of the flue to service the proposed development will also be required to be submitted prior to construction and the applicant has confirmed a willingness to relocate this away from residential properties.

### **Parking Provision**

- 7.20 The initial proposal sought to increase the lettable rooms of the establishment from 6 to 28 with 22 new rooms proposed. The applicant had submitted a transport statement emphasising the accessible location of the property and 'green travel scheme' in place at the property offering discounts to those arriving without a car.
- 7.21 Initially, however, West Dunbartonshire Council Roads Service objected to the proposal due to lack of sufficient parking provision available within the application site based on Roads Authority Standards. (See section 4.1).
- 7.22 A Parking Appraisal was subsequently commissioned by the applicant and the Roads Service was re-consulted. During this time, the proposal was also revised to reduce the number of proposed additional rooms from 22 to 18 by revising the layout to form 4 bunkhouse/dormitory style rooms rather than 8 double bedrooms.
- 7.23 The introduction of dormitory style rooms aimed specifically at walkers resulted in a reduced parking requirement. Additionally, the applicant has secured an agreement with an adjacent business owner to share parking provision. The owner of the adjacent restaurant, 'Cucina', has agreed to share his allocated parking with the Woodbank Inn. This is on the basis that the times the customers of each respective business require parking are different (the Inn requires overnight parking; 'Cucina' requires daytime parking). These measures have been agreed by the Roads Service who subsequently removed their objection to the proposal as the use of the shared spaces will address the parking shortfall. Concerns regarding parking provision have therefore been resolved.

## **8 CONCLUSION**

- 8.1 The principle of the proposal is considered to comply with policy VEP1(a) of the National Park Local Development Plan as the development is located within the settlement boundary of Balloch. The key planning considerations are with respect to impact on neighbouring amenity, parking provision and design.
- 8.2 The impact on the amenity of neighbouring residential properties has been raised as an issue by objectors; however it is considered that there will be no impact on the daylight and sunlight afforded to neighbouring properties. It is accepted that there will be a change in the degree of privacy of neighbouring properties, however, this will remain within the reasonable parameters of other properties within Drumkinnon Estate which have neighbours located to the rear. The distance between neighbouring residential properties and the proposed extension is acceptable.
- 8.3 Noise nuisance, both during construction and on completion/operation of the development has been raised as a concern through some of the representations which have been received. The Council Environmental Health Service has recommended a number of conditions to ensure limited impact on amenity of neighbours during construction with restricted working hours and during operation with restrictions on timing of deliveries.
- 8.4 The initial objection from the Council Roads Service on parking provision has been resolved through a revision to the internal layout of the proposed extension, and the agreed use of shared parking facilities with an adjacent business owner.
- 8.5 The site can accommodate the proposed extension. There will be no visual impact on the streetscape and the extension would be largely screened from public view. Final

## Agenda Item 5

approval of materials and detailing can be secured by planning condition to ensure a good quality of completed development.

- 8.6 In conclusion, the proposal is in accordance with the Development Plan and other material considerations do not outweigh the conclusion. Therefore, the proposal is recommended for approval, subject to imposition of conditions (detailed in Appendix 1).

**Background** <http://www.lochlomond-trossachs.org/planning/>

**Documents:** *Click on view applications, accept the terms and conditions then enter the search criteria as '2017/0223/DET'*

**List of Appendices:** *Appendix 1 - Conditions*

## **Appendix 1: Planning Conditions and Informatives**

### **Conditions**

- 1. Numbers of Bedrooms:** Notwithstanding the approved plans, the development hereby approved shall not provide more than 24no. bedrooms including existing bedrooms, unless otherwise agreed in writing with the Planning Authority prior to works taking place on site.

REASON: For the avoidance of doubt and to ensure adequate parking provision is provided for the development hereby permitted.

- 2. Parking Provision** – The shared car parking agreement with adjacent commercial property ‘Cucina’ hereby approved and as outlined in the supporting information titled ‘Shared Car Parking Agreement’, received 4<sup>th</sup> October 2017, shall be implemented prior to the operation of the extension hereby approved. In the event that the shared parking agreement ceases to exist, it is the responsibility of the owner of the facility to provide alternative off-road parking arrangements to be confirmed to the satisfaction of the Planning Authority.

REASON: Without the provision of shared car parking, the development would have a shortfall of parking provision.

- 3. Parking Provision** – Prior to the operation of the development hereby approved, 17no. car parking spaces, as shown on approved plan ‘480(L)000 REV D – Location/Site Plans’ received 12<sup>th</sup> October 2017, shall be constructed and be operational. Thereafter the car parking spaces shall be retained in perpetuity.

REASON: To ensure adequate parking provision is provided for the development hereby permitted.

- 4. Cycle Parking** - Cycle parking for a minimum of 10 cycles shall be provided within the application site. These shall be in a secure, covered location and shall be retained in perpetuity..

REASON: To conform with the requirements of Cycling by Design 2010.

- 5. Agreement of Materials and Specifications:** Prior to the commencement of development on site, a further detailed specification of the undernoted proposed external finishing materials to be utilised on the building, (including samples as indicated) shall be submitted to, and agreed in writing by, the Planning Authority. Thereafter the specification and materials as may be approved in accordance with this condition shall be undertaken and used respectively in the completion of the project, prior to the proposed development being brought into use.

- a) The metal sheeting to be used on the roof;
- b) The render to be used on the walls (sample required);
- c) Manufacturers details of the windows and doors;
- d) The cementitious boarding of the west elevation; and
- e) The details of the material and colour of rainwater goods, barge boards and fascias.

REASON: To ensure that the external appearance of the development complements the character of the area and the appearance of the existing house and to ensure the

## Agenda Item 5

implementation of the development in accordance with the further details as may be approved in compliance with the conditions attached to this permission.

- 6. Details of Landscaping:** Prior to the commencement of construction works within the development site, a detailed landscape scheme/plan shall be submitted to and approved in writing by the Planning Authority. The said scheme/plan (at a scale of 1:500 or greater) shall include:
- a) proposed finished levels or contours
  - b) any new hardstanding in access and car parking surfacing materials, pedestrian areas/paths
  - c) any new walls, fences, hedges, gates
  - d) any minor structures (e.g. furniture, play equipment, refuse or other storage units) and
  - e) existing trees and hedgerows to be integrated into the scheme
  - f) planting plans and written specifications (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and
  - g) a programme of implementation.

REASON: The proposed development and its location requires landscaping to fully integrate the proposal with its surroundings. Without such landscaping the proposal would be considered contrary to the provisions of the development plan.

- 7. Lighting/Floodlights-** No development shall take place on site until such time as details (including specific luminaire and lamp type; beam control; wattage; the use of reflectors; baffles; louvers; cowling; lux contours/distribution diagrams and columns types/colours) of the floodlights have been submitted to and approved in writing by the Planning Authority in consultation with the Local Council Environmental Health Service. The floodlights shall then be implemented in accordance with the approved details and shall be maintained in this condition. Any subsequent changes to their position or specification shall be subject to the prior written approval of the Planning Authority.

REASON: To ensure that the development does not adversely affect the amenity of neighbouring properties by creating excessive illumination.

- 8. Noise Impact Assessment** – No development shall take place on site until such time as a noise impact assessment has been submitted to, and approved in writing by, the Planning Authority in consultation with the Local Council Environmental Health Service. This noise impact assessment shall include an assessment of the potential for the proposed use to cause noise nuisance affecting nearby properties. Where potential 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. Should the approved noise attenuation scheme impose restrictions upon the way in which operations on site shall be carried out, the site shall be operated in this manner unless otherwise approved in writing by the Planning Authority. The noise impact assessment and any recommendations in respect of attenuation measures shall be prepared by a suitably qualified person.

REASON: To ensure that the development does not adversely affect the amenity of neighbouring properties by creating excessive noise.

- 9. Construction Sites** – Noise Control Method Statement – 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

## Agenda Item 5

Authority in consultation with the Local Council Environmental Health Service. This statement shall identify likely sources of noise (including specific noisy operations and items of plant/machinery), the anticipated duration of any particularly noisy phases of the construction works, and details of the proposed means of limiting the impact of these noise sources upon nearby residential properties and other noise-sensitive properties. The construction works shall thereafter be carried out in accordance with the approved method statement unless otherwise approved in writing by the Planning Authority.

REASON: To minimise noise and disturbance to neighbouring residents/occupants during construction.

### **10. Construction Sites – Hours of Work (Noise)**

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 with the Planning Authority), shall be carried out between the following hours unless otherwise approved in writing by the planning Authority:

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

REASON: To ensure the development does not adversely affect the amenity of neighbouring properties by creating excessive noise and disturbance at unsocial hours.

### **11. Delivery Vehicles – Time Restrictions - No commercial vehicle making deliveries to or collecting material from the development shall enter or leave the site before 08:00 or after 20:00.**

REASON: To minimise noise and disturbance to nearby residents at unsocial hours

### **12. Grease Traps/Interceptors – Prior to the commencement of development on site, details of an adequately sized grease trap shall be submitted to, and approved in writing, by the Planning Authority in consultation with the Local Council Environmental Health Service and thereafter it shall be installed prior to the use being operational and maintained thereafter.**

REASON: To ensure that waste oil, grease and fat from food premises do not cause damage to the public sewer in the interests of public health and amenity.

### **13. Extraction/Flue Systems – Prior to the commencement of development on site, details of the flue system/extraction system shall be submitted to and approved in writing by the Planning Authority in consultation with the Local Council Environmental Health Service. The submitted details shall include the noise output and filter system. The approved flue/extraction system shall be implemented prior to the use being brought into use and shall be maintained thereafter.**

REASON: To safeguard public health and to protect the amenity of the surrounding area.

## Agenda Item 5

### Informatives

1 Notification of Initiation of Development - Under section 27A of the Town and Country Planning (Scotland) Act 1997 (as amended) the person undertaking the development is required to give the planning authority prior written notification of the date on which it is intended to commence the development. We recommend this is submitted 2 weeks prior to the start of work. A failure to submit the notice, included in the decision pack, would constitute a breach of planning control under section 123(1) of that Act, which may result in enforcement action being taken.

2 Notification of Completion of Development - As soon as practicable after the development is complete, the person who completes the development is required by section 27B of the Town and Country Planning (Scotland) Act 1997 (as amended) to give written notice to the planning authority of the completion of the building works. As before, there is notice for you to complete for this purpose included in the decision pack. In larger, phased developments, a notice of completion is to be submitted as soon as practicable after each phase is finished by the person carrying out the development.

3 Duration of permission - In accordance with section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended), this permission lapses on the expiration of 3 years beginning from the date of this permission, unless the development to which this permission relates is begun before that expiration.

4 Food safety – You are advised to contact the Food and Business Group of West Dunbartonshire Council Regulatory Services ([Environmental.Health@west-dunbarton.gov.uk](mailto:Environmental.Health@west-dunbarton.gov.uk) or Tel: 0141 951 7991) to ensure that the facilities are appropriate and comply with the requirements of the Food Safety Act 1990 and the legislation/regulations made thereunder.

5 Health and Safety - You are advised to contact the Food and Business Group of West Dunbartonshire Council Regulatory Services ([Environmental.Health@west-dunbarton.gov.uk](mailto:Environmental.Health@west-dunbarton.gov.uk) or Tel: 0141 951 7991) to ensure that the premises are appropriate and comply with the requirements of the Health and Safety etc. Act 1974 and the legislation/regulations made thereunder.

6 Biomass Heating System – You are advised to make early contact with the Councils Environmental Health Section (Tel: 01389 738204) if the proposed development is to utilise a biomass heating system.

### List of Plans

Title	Reference	Date Received
Location Plan/Site Plan	480(L)000 REV D	12/10/17
Plan Existing Plans and Elevations	480(L)001 REV A	05/09/17
Plan Proposed Floor Plans and Roof Plan	480(L)002 REV D	12/10/17
Plan Proposed Elevations and Sections	480(L)003 REV C	16/10/17
Shared Car Parking Agreement		04/10/17