



## Planning and Access Committee

Meeting: 30 June 2025

### Agenda item 4: 2025.0024.DET – Erection of 20 metre high telecoms mast and 4no cabinets

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**SUBMITTED BY:** Director of Place

<b>APPLICATION NUMBER:</b>	2025/0024/DET
<b>APPLICANT:</b>	Cornerstone On Behalf Of WHP Telecoms Ltd
<b>LOCATION:</b>	Grass Verge Outside McDonalds Restaurant A811 Balloch G83 8QP
<b>PROPOSAL:</b>	Erection of 20 metre high telecoms mast and 4no. cabinets
<b>NATIONAL PARK WARD:</b>	Ward 5 - West Loch Lomond and Balloch
<b>COMMUNITY COUNCIL AREA</b>	Balloch and Haldane
<b>CASE OFFICER:</b>	Name: Amy Unitt Tel: 01389 722 606 E-mail: <a href="mailto:amy.unitt@lochlomond-trossachs.org">amy.unitt@lochlomond-trossachs.org</a>

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## 1. Summary and reason for presentation

- 1.1. This report relates to a planning application for the erection of a telecoms mast and associated cabinets within the town of Balloch.
- 1.2. The application is being presented to Committee, in accordance with the Scheme of Delegation, because an objection has been received from Balloch and Haldane Community Council on valid planning grounds and the officer's recommendation is to approve.

## 2. Recommendation

- 2.1. That Members:

**APPROVE** the application subject to the imposition of the conditions set out in **Appendix 1** of the report.

### 3. Background

#### Site Description

- 3.1. The site is located at the entrance to Balloch, within the settlement boundary. The grass verge is on the north side of the A811 beside McDonald's restaurant and drive-thru. There is an ivy-covered fence on the boundary with the restaurant and a pavement running immediately beside the site. As illustrated in Figure 1 and 2.



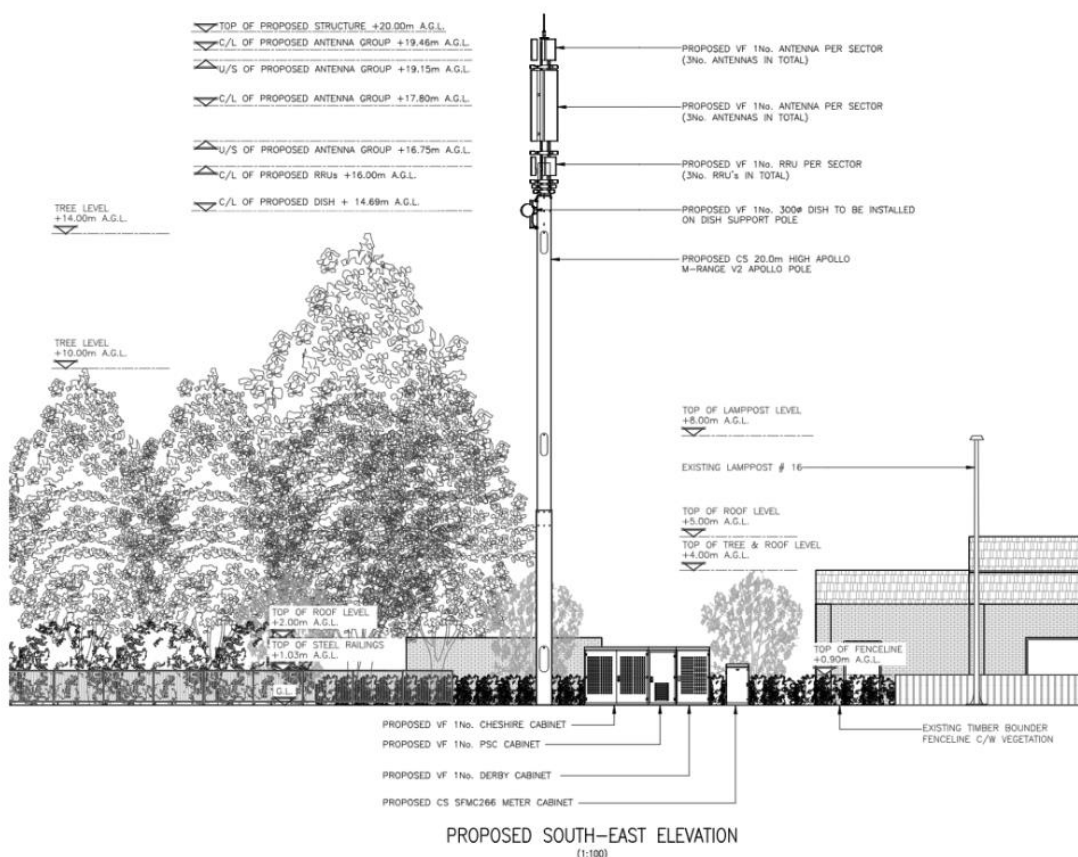
**Figure 1 Location Plan**



***Figure 2 Existing Site Photo (arrow indicates approximate location of mast)***

## Description of Proposal

- 3.2. It is proposed to erect a 20-metre-high telecoms pole for the purpose of providing 4G and 5G signal for the Vodafone network. Four cabinets will be sited adjacent to the proposed mast.
- 3.3. The proposed monopole would be galvanised metal while the equipment cabinets will be painted light grey (RAL 7035).



**Figure 3 Proposed Elevation**

## Planning History

- 3.4. There is no previous planning history for the application site.
- An application for erection of an 18-metre-high telecoms pole and installation of associated equipment on the roundabout to the north of the application site (junction with Ben Lomond Way and Old Luss Road and Balloch Road) Application Reference: 2021/0191/DET was refused. The decision was subsequently upheld by the National Park Local Review Board (reference 2021/0017/REVREF).

#### 4. Environmental impact and habitat regulations assessment

##### Environmental Impact Assessment (EIA)

4.1.	The National Park is identified as a 'Sensitive Area' within the Environmental Impact Assessment (Scotland) Regulations 2017. 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.
4.2.	In this instance it has been determined that an Environmental Impact Assessment (EIA) is not required as the proposal is not within Schedule 1 or 2 of the Regulations.

##### Habitat Regulations Assessment (HRA)

4.3.	The Habitats Regulations require that where an authority concludes that a development proposal is likely to have a significant effect on a European site (SPA or SAC) it must undertake an Appropriate Assessment (AA) of its implications for the European site in view of the site's conservation objectives.
4.4.	An AA is not required in this case as the proposed development would not be near to/impact upon any European protected species or designated sites.

#### 5. Consultations and representations

##### Responses to Consultations

5.1.	<p><u>Balloch and Haldane Community Council</u></p> <p>The Community Council have objected to the application for the following reasons:</p> <ul style="list-style-type: none"><li>• The proposed mast should be sited away from public and residential facilities to mitigate any future identified health risks.</li><li>• During construction of the proposed mast there would be major disruptions to an already fragile traffic infrastructure.</li><li>• Alternative locations such as Ben Lomond Way near the Lomondshores overspill car park would not cause the same disruption and would be better for off street servicing.</li><li>• The proposed site conflicts with a potential carriageway widening scheme.</li></ul>
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## Responses to Consultations

	<ul style="list-style-type: none"> <li>• Ben Lomond Way is less “in your face” than the current proposed site.</li> <li>• Inadequate consideration of alternative locations.</li> </ul>
5.2.	<p><u>West Dunbartonshire Council Roads Authority</u></p> <p>The Roads Authority initially recommended refusal of the application based on there being no off-street servicing facility i.e. a car parking space for operative. On further discussion, the Roads Officer also raised issues with construction traffic management and its potential to impact on the A811. They requested that all construction vehicles, including welfare facilities, use the land owned by McDonalds. McDonald's own the land where the proposed mast is proposed to be sited and the applicant would lease it from them.</p>
5.3.	<p>The Roads Officer agreed to remove their objection, in recognition of the land ownership being in third party control, provided a Construction Traffic Management Plan could be secured by condition, and further agreed in consultation with the Roads Authority. In addition, an informative should be attached to the permission reminding the applicant of the requirement to seek consent from the Roads Authority for any road closures.</p>

## Representations Received

5.4.	No representations have been received to the application at the time of writing the report.
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## 6. Policy context

### The Development Plan

6.1.	<p>Section 25 of the Town and Country Planning (Scotland) Act 1997 states that planning applications are to be determined in accordance with the Development Plan unless other material considerations indicate otherwise. The Development Plan comprises National Planning Framework 4 (NPF4) and the Loch Lomond &amp; The Trossachs National Park Local Development Plan (LDP) (adopted 2016) along with Supplementary Guidance.</p>
6.2.	<p><u>National Planning Framework 4 (NPF4) (Feb 2023)</u></p> <p>NPF4 is the fourth National Planning Framework for Scotland. It sets out the Scottish Governments priorities and policies for the planning system</p>

## The Development Plan

	<p>up to 2045 and how the approach to planning and development will help to achieve a net zero, sustainable Scotland by 2045. NPF4 supports the achievement of six overarching spatial principles (just transition, conserving and recycling assets, local living, compact urban growth, rebalanced development, and rural revitalisation) through the planning and delivery of sustainable, liveable and productive places. NPF4 contains 33 policies to guide development management decisions. The following NPF4 policies are relevant to this proposal:</p> <ul style="list-style-type: none"> <li>• Policy 1 - Tackling the climate and nature crises</li> <li>• Policy 2 - Climate mitigation and adaptation</li> <li>• Policy 3 – Biodiversity</li> <li>• Policy 4 - Natural places</li> <li>• Policy 24 - Digital infrastructure</li> </ul>
6.3.	<p><u>Local Development Plan (2017-2022)</u></p> <p>The LDP outlines the vision for how the National Park should change over the next 20 years, including the strategy for development and the policy approach for key topics. There remains broad alignment between the LDP and NPF4 policies however, where any incompatibility does arise, then NPF4 prevails as the more recent policy. The following LDP policies are relevant to this proposal:</p> <ul style="list-style-type: none"> <li>• OP1 – Overarching Policy 1: Strategic Principles</li> <li>• OP2 – Overarching Policy 2: Development Requirements</li> <li>• NEP1 - Natural Environment Policy 1: National Park Landscapes, seascape and visual impact</li> <li>• TELP1 - Telecommunication Policy 1</li> <li>• TP3 - Transport Policy 3: Impact Assessment and Design Standards of New Development</li> </ul>

## Other Material Considerations

6.4.	<p><u>National Park Aims</u></p> <p>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:</p> <ul style="list-style-type: none"> <li>• to conserve and enhance the natural and cultural heritage of the area;</li> <li>• to promote sustainable use of the natural resources of the area;</li> </ul>
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## Other Material Considerations

	<ul style="list-style-type: none"> <li>to promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public; and</li> <li>to promote sustainable economic and social development of the area's communities.</li> </ul> <p>Section 9 of the Act 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 area.</p>
6.5.	<p><u>National Park Partnership Plan (2024-2029)</u></p> <p>All planning decisions within the National Park require to be guided by the National Park Partnership Plan (NPPP), where they are considered to be material, in order to ensure that they are consistent with the Park's statutory aims.</p> <p>By 2045 the NPPP aims to deliver nine outcomes by focussing on 31 objectives from 2024-2029 which are listed under three themes: Restoring Nature, Creating a Low Carbon Place and Designing a Greener Way of Living. The following outcomes and objectives are relevant to this proposal:</p> <p>Section 3.2: Supporting Thriving Rural Communities - 2045 Outcome: More Resilient Rural Communities.</p> <ol style="list-style-type: none"> <li>1. Enable more local living and working</li> </ol> <p>Section 3.3: Developing and Investing in the National Park - 2045 Outcome: A responsive approach to new development.</p> <ol style="list-style-type: none"> <li>1. Deliver strategic development needs</li> <li>2. Adapt to climate change and restore nature</li> </ol>
6.6.	<p><u>Community Action Plan</u></p> <p>Balloch-Haldane CAP 2014-2019</p> <p>There are no direct mentions of digital infrastructure within the CAP for Balloch and Haldane. There is focus on physical infrastructure improvements including transportation infrastructure. Note - Balloch and Haldane Community Council are in the early stages of developing a Local Place Plan.</p>
6.7.	<p><u>Scottish Government Planning Guidance: Digital Telecommunications Dec 2023</u></p> <p>This document explains the land use planning process, the specific roles and functions involved and the technical and operational features of the</p>

## Other Material Considerations

related infrastructure. It also provides good practice guidance on the siting and design principles of such equipment.

## 7. Summary of supporting information

### Supporting Information

- 7.1. The applicant has submitted the following documentation in support of the planning application:
- Townscape and Visual Impact Assessment
  - Supplementary Information
  - Construction Method Statement & Traffic Management Plan
  - Construction Traffic and Access Details
  - Proposed phasing for roadworks
  - ICNIRP Declaration
  - Copies of notifications to McDonalds and proof of postage
  - General background information for Telecommunications Development
  - 5G Masts and health
  - Health and Mobile Phone Base Stations
  - Letter from Dept. for Science, Innovation and Technology

## 8. Planning assessment

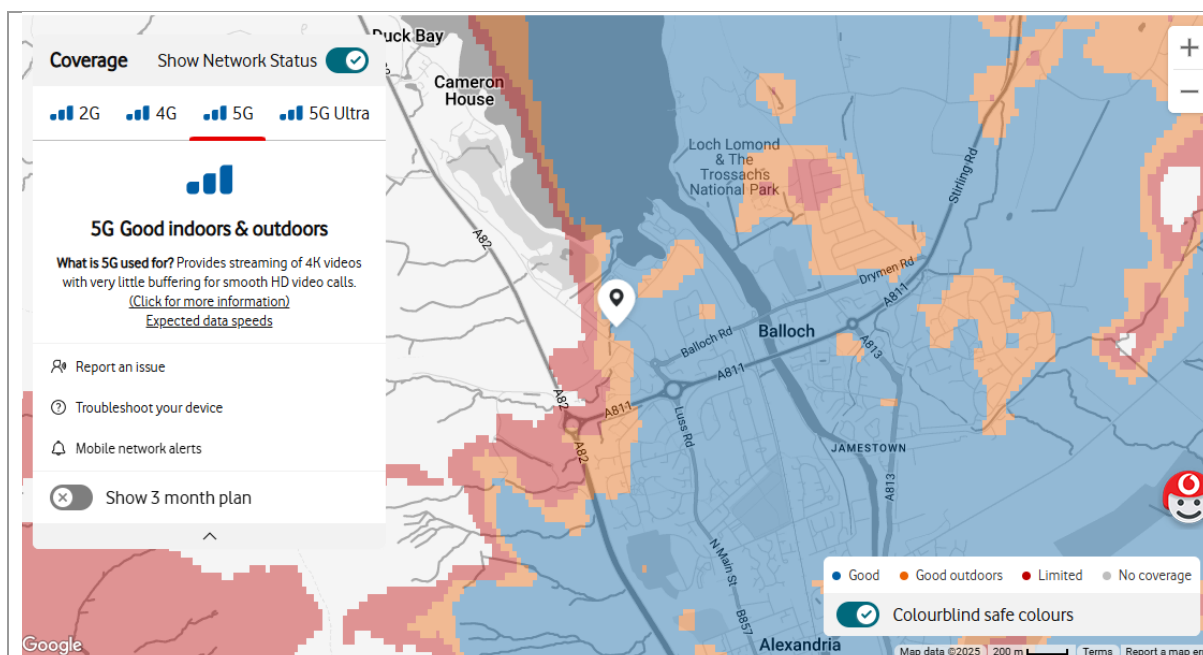
### Key Issues

- 8.1. The key issues for consideration in the determination of this application are:
- Principle of Development
  - Visual and Amenity Impact
  - Roads and Access
  - Biodiversity Enhancement

### Principle of Development


- 8.2. Policy 24 of NPF4 sets out circumstances under which digital infrastructure will be supported in principle. This includes proposals that:
- a) Incorporate appropriate, universal, and future-proofed digital infrastructure.

	<p>b) deliver new digital services in areas with no, or low connectivity.</p> <p>c) are aligned with and support the delivery of national programmes for digital infrastructure.</p> <p>d) benefit the local economy and community with new connectivity.</p>
8.3.	Policy 24 e) sets out that proposals will only be supported where the visual and amenity impacts of the proposed development have been minimised through careful siting, design, height, materials and landscaping, taking into account cumulative impacts and relevant technical constraints; and it has been demonstrated that options for the sharing of existing infrastructure or buildings have been explored.
8.4.	Telecommunications Policy 1 of the Local Development Plan largely reflects the requirements of Policy 24 of NPF4 in that proposed masts will be supported where there is an established need, all technically suitable sites have been investigated (including mast sharing) and the proposal is integrated into the natural environment. Hilltop locations or proposals which are prominent in the skyline or from principal public locations should be resisted.
8.5.	<p><u>Established Need</u></p> <p>The Scottish Government have stated an ambition for achieving high quality connectivity across Scotland and this includes investment and deployment of 5G.</p>
8.6.	The proposed mast is for the Vodafone network. Vodafone's online status checker indicates that there is good indoors and outdoors coverage across Balloch and Alexandria. It appears that the target area for coverage by this mast would be to the north west of Balloch, toward Cameron House and the land leading up to it. Some residential areas with existing outdoor 5G Coverage would likely be improved to include indoor coverage.



**Figure 4 Existing 5G coverage as indicated at <https://www.vodafone.co.uk/network/status-checker>**

8.7.	The proposed mast is supported in principle under NPF Policy 24 as the proposal is aligned with the delivery of a national programme for improving digital infrastructure and will deliver new 5G connectivity to the area.
8.8.	<p><u>Site Sharing and Alternatives</u></p> <p>According to Scottish Government guidance 5G utilises higher radio frequencies to transmit data, as frequencies increase, the distance and ability to transmit through materials reduces. This means that 5G masts are generally required to be sited closer to or within the area where signal is required and that apparatus is likely to be taller and have a greater visual impact than previous technologies.</p>

8.9.	<p>The applicant has considered 27 alternative locations around Balloch including existing masts, new mast options and rooftop masts. The applicant indicated an area in which the mast would need to be sited to reach the desired areas. This is shown by the dotted red line in Figure 5 below.</p>
 <p><b>Figure 5 Indicated search area for mast</b></p>	
8.10.	<p>The National Park is content that several of the sites can be discounted for being in prominent locations within Balloch such as around the train station (D4, 5 &amp; 20), and at the Old Luss Road Roundabout. (D1,2, D6-10, D12). Balloch is the southern gateway to the National Park and has an important position in terms of welcoming visitors to the area. Telecoms masts in these principle public locations would likely be contrary to Telecommunication Policy 1 of the LDP.</p>
8.11.	<p>The site on Ben Lomond Way (D25) has been identified as preferable by the Community Council. This alternative site is potentially less widely visible in the locality than the current proposed site. However, it is on relatively flat land on a road characterised by a dense avenue of trees on each side. Ben Lomond Way is less 'urban' than the current proposed site, with little built development. A mast with cabinets could be</p>

	considered more disruptive to the quality and experience of the visual amenity of this area.
8.12.	Sites on the southern side of the A811 (D15 – D19), would have more potential as sitting outwith the National Park boundary, but they would still sit prominently as people journey into and through the National Park. In addition, these are all in closer proximity to houses and would have more of an impact on residential amenity.
8.13.	Options D11 on the roof of Laudervale Gardens and D21 on Alexandria Parish Church roof, have been discounted for structural reasons or sensitivity of the site respectively. The structural reasons are accepted and it is agreed that a prominent mast on the roof of the church is unlikely to be supportable.
8.14.	A site proposed within Lomond shores overflow car park (D26) has been discounted for potential impact on existing mature trees which would mean the mast would need to be sited within the existing hardstanding and would reduce the number of car parking spaces available.
8.15.	Three sites outwith the applicant's search area were discounted for not achieving the required coverage. These were the National Park headquarters (D27), an existing mast northeast of Balloch (D23) and the Stoneymollan Roundabout (D24). It is accepted that the distances required for 5G technology prevent these sites from being feasible.
8.16.	Overall, the applicant has considered numerous alternative locations, and it is accepted that there are no acceptable existing telecom sites or rooftop locations within the area. Although other identified sites may be acceptable within the search area, they are not necessarily preferable to the current proposed site and subject to the visual and amenity impacts being assessed as acceptable, the current proposed site is supported in principle.
8.17.	Scottish Government Guidance on Digital telecommunications expressly states that the Planning Authority cannot treat radiofrequency radiation as a material consideration and the applicant has provided a statement with the application confirming compliance with the radio frequency public exposure guidelines (ICNIRP). Consequently, the representation from the Community Council based on health risks cannot be regarded as a material consideration and cannot be taken into account in the determination of the application.

### Visual and Amenity Impact

8.18.	In addition to the requirements of the above referenced policies, the Overarching Policies and Natural Environment Policy 1 of the Local Development Plan provide further detail on the protection of landscape
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## Visual and Amenity Impact

	and visual amenity. In particular, development should contribute to the collective achievement of the National Park Aims; should safeguard visual amenity and landscape value at any level; and protect the special landscape qualities of the National Park. NPF4 Policy 4 supports development where it does not compromise the objectives of the National Park or overall integrity of the area.
8.19.	The proposed mast and cabinets are sited within the settlement boundary of Balloch and are therefore within an urban area. The principal assessment is the impact of the proposed development on visual amenity, namely; the overall quality, experience and nature of views and surroundings that contribute to the visual appreciation of an area.
8.20.	The site is located at the entrance to Balloch, when approached from the east on the A811 coming downhill from the Stoneymollan roundabout it is characterised by a hedge and tree lined road leading into a large tree planted roundabout where the National Park gateway sign is located. Built development in the area includes restaurants, dwellings and a church as well as streetlights and signage.
8.21.	Principle receptors (people who will view the development) are visitors to and residents of Balloch using the public road and paths as well as some residents in nearby dwellings.
8.22.	The applicant has provided photomontages which are shown in Figures 6-9 below.
8.23.	These photomontages demonstrate that the mast will be prominently visible, particularly on approaches from Old Luss Road to the roundabout. In these viewpoints the mast will break the tree line and have limited screening at a high level.
8.24.	The view from the western approach (figure 6) is less concerning as the proposed mast would be seen peripherally and is likely to be largely screened from view by existing vegetation. This photomontage appears to show the view from the opposite side of the road and not as it would be seen when approaching on the left-hand carriageway. It shows winter foliage and screening would be increased in summertime when the trees are in full leaf.
8.25.	It is accepted that 5G masts are now a common sight in urban areas and are therefore not entirely unexpected infrastructure to encounter at this location. The proposed siting of the mast is acceptable as it will not be prominent when entering the National Park. The most prominent views will be seen in the context of the existing restaurant and drive-thru as well as lampposts and signage.



## Visual and Amenity Impact

- |       |   |
|-------|---|
| 8.26. | The proposed mast and cabinets would not significantly adversely impact the current quality and experience of the area. To minimise impacts it is recommended that the mast is coloured in light grey rather than being galvanised to avoid it having a bright and shiny appearance. It is also recommended that the cabinets be painted green to blend into the existing ivy backdrop. |
|-------|---|



Figure 6 View from A811 travelling east toward site



Figure 7 View from A811 travelling west toward site





Figure 8 View from Luss Road, adjacent to A811 roundabout



Figure 9 View from A811 and Luss Road roundabout

## Visual and Amenity Impact

8.27.	<p><u>Permitted Development Rights:</u></p> <p>The proposed mast is 20 metres high and permitted development rights would allow this to be increased by up to 50% without making a planning application. Due to the location at a gateway to the National Park, the assessment of this application has been finely balanced, and it is considered that an extension of 10 metres could alter the conclusions on the visual impact of the mast. Therefore, it is recommended that the right to extend the height of this mast under permitted development be removed by planning condition.</p>
8.28.	<p>Subject to these conditions the proposed development would not have a significant adverse impact on the visual amenity of the area in accordance with the Overarching Policies and Natural Environment Policy 1 of the Local Development Plan.</p>

## Roads and Access

8.29.	<p>Transport Policy 3 of the Local Development Plan requires all development proposals to be in conformity with the design standards of the relevant roads authority, in this case, West Dunbartonshire Council.</p>
8.30.	<p>West Dunbartonshire Council's Roads Officer has raised concern about the necessity of closing the A811 to install the proposed mast. The applicant has indicated that installation would take around a week with at least three days of a lane closure or full closure of the slip road. Part of the need for closing more of the road would be to include parking and welfare facilities for construction operatives. The roads officer has advised that construction vehicle parking and welfare facilities could be sited elsewhere and has agreed that a condition requiring a Construction Traffic Management Plan can be used to secure further detail of this.</p>
8.31.	<p>In addition, an informative is recommended to remind the applicant that works which affect the road are likely to require separate consent from the Roads Authority.</p>
8.32.	<p>Although the proposed development may result in disruption to the roads network during installation, this would be short-term over a few days. The proposed Construction Traffic Management Plan can ensure that impacts are kept to an absolute minimum.</p>
8.33.	<p>It is proposed that maintenance visits would be required 1 or 2 times a year. Concerns have been raised about parking for this maintenance. It is not possible to park lawfully immediately adjacent to the site on the public</p>

## Roads and Access

	road and it is expected that the person visiting to maintain the site can park lawfully nearby and walk to the site.
8.34.	It is noted that, should the Lomond Banks development be approved (the application is to be decided by Scottish Ministers) the left-hand carriageway would require to be widened to provide an extended left turn slip lane on the approach to Balloch from Stoneymollen Roundabout. Concerns have been raised by the Community Council that the mast siting would conflict with the land needed for the proposed widening. However, officers are content that the land required for the widening is located further west within the adopted highway boundary and would not involve the land proposed for the siting of the mast.

## Biodiversity Enhancement

8.35.	Policy 3 of the Local Development Plan requires all local applications to contribute to biodiversity enhancement.
8.36.	There are limited options with development of this scale to achieve biodiversity enhancement. However, this site is located on a B-Line, which is a project intended to reverse loss of habitat for pollinating insects by creating joined up habitats on principle routes. This has already been put into action by West Dunbartonshire Council who have undertaken wildflower planting along the A811 through Balloch.
8.37.	Although this site is small, there is a little green space in front of and around the proposed mast and cabinets where wildflower planting could be undertaken to contribute to this overall project. A condition to secure this biodiversity enhancement is therefore recommended.

## Conclusion

8.38.	The proposed development accords with Telecommunication Policy 1 of the LDP and Policy 24 of NPF4 as the proposal is aligned with the delivery of a national programme for improving digital infrastructure and will deliver new 5G connectivity to the area. The applicant has adequately considered alternative sites including site sharing.
8.39.	There will not be a significant adverse impact on the visual amenity of the area subject to conditions securing the colour of the mast and cabinets, removing the permitted development right to increase the height of the mast and for the infrastructure to be removed should it become redundant.

## Conclusion

8.40.	In accordance with Transport Policy 3 of the LDP a Construction Traffic Management Plan is required to be secured via condition to ensure disruption to the road network is kept to a minimum in conformity with West Dunbartonshire Council Roads Authority requirements.
8.41.	Small scale biodiversity enhancement can be secured through condition in accordance with NPF4 Policy 3 to connect into larger scale projects in the area.
8.42.	The Community Council objections have been fully considered and there are no material considerations which would lead to an alternative conclusion.

## 9. Appendix 1 Conditions

### Conditions

1. **Duration of Permission:** 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.

REASON: In accordance with section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).

2. **Construction Traffic Management Plan:** Prior to the commencement of the development hereby permitted, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing with the Planning Authority in consultation with the Roads Authority. The CTMP shall include the location and timings of the site compound, welfare facilities, parking for operatives and any other temporary construction infrastructure or traffic required. Thereafter, the approved CTMP shall be implemented in full.

REASON: To ensure that construction traffic and facilities associated with the development do not adversely impact on the safety and free flow of traffic on the A811.

3. **Colour of Equipment:** Prior to the commencement of construction the colours of the approved mast, antennae, satellite dishes, associated apparatus and cabinets shall be agreed in writing with the Planning Authority. The mast, antennae, satellite dishes, associated apparatus, equipment cabinets and fencing shall thereafter be installed, retained and maintained in the approved colours for so long as it remains on the land. Should antennae, satellite dishes or other equipment be constructed, installed, altered or replaced under the provisions of Part 20, Class 67, of Schedule 1 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (or any



Order revoking or re-enacting that Order with or without modification) they shall also be installed, retained and maintained in the approved colours.

REASON: To minimise the level of visual intrusion to ensure best fit of the installation to the locality.

4. **Biodiversity enhancement:** Prior to the commencement of the development hereby permitted, a scheme for biodiversity enhancement, to include wildflower planting and maintenance on the grass verge, will be submitted and approved in writing by the Planning Authority. Thereafter, the approved biodiversity enhancement measures will be undertaken in full.

REASON: To secure biodiversity enhancement as required under adopted local development plan Natural Environment Policy 6: Enhancing Biodiversity and to mitigate the visual impact of the proposed mast.

5. **Permitted Development:** Notwithstanding the provisions of Part 20, Class 67, of Schedule 1 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (or any Order revoking or re-enacting that Order with or without modification) the mast to which this permission relates shall not be materially altered in height, without application to, and the grant of permission by, the Planning Authority.

REASON: The assessment of the development as approved has been finely balanced in terms of landscape and visual impact, an increase in height to the mast is likely to alter the overall assessment and therefore should be subject to formal control.

6. **Redundant Equipment:** In the event that the equipment hereby approved becomes obsolete or redundant, it shall be removed, and the site reinstated to the satisfaction of the Planning Authority within 3 months.

REASON: To minimise the level of visual intrusion and ensure the reinstatement of the site to a satisfactory standard.

## 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. The applicant is advised that a Temporary Traffic Regulation Order is required for any temporary changes to traffic regulations including road closures. The relevant application forms are at <https://www.west-dunbarton.gov.uk/roads-parking-travel/roads-and-pavements/roads-pavements-applications-permits/> and can be returned by email to [roads@west-dunbarton.gov.uk](mailto:roads@west-dunbarton.gov.uk).